

APPENDIX A

Notice of Preparation



CALIFORNIA HIGH-SPEED RAIL AUTHORITY

SCH 2009021107

NOTICE OF PREPARATION

FROM: Mehdi Morshed
Executive Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

SUBJECT: Notice of Preparation of a Project Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for a Merced to Bakersfield High-Speed Train system

The California High-Speed Rail Authority (Authority), as the Lead Agency for the California Environmental Quality Act (CEQA) process for a proposed California High-Speed Train (HST) system, is issuing this Notice of Preparation of a Project EIR/EIS for the Merced to Bakersfield section of the proposed HST system.

This NOP initiates the State CEQA process and the preparation of an Environmental Impact Report/Environmental Impact Statement for the Merced to Bakersfield section of the proposed California High-Speed Train System. The Authority is issuing this NOP to solicit public and agency input into the development of the scope of the EIR and to advise the public that outreach activities will be conducted by the Authority and its representatives in the preparation of the combined EIR/EIS. The Federal Railroad Administration (FRA), an operating administration with the United States Department of Transportation, will serve as federal lead agency for the federal environmental review process complying with the National Environmental Policy Act (NEPA). The FRA has responsibility for oversight of the safety of railroad operations, including the safety of any proposed high-speed train system. The FRA will publish a Notice of Intent (NOI) in the *Federal Register*, announcing the agency's intention to initiate the federal environmental review process for this section of the HST project.

The Authority and the FRA completed a Final Statewide Program EIR/EIS in August 2005 as the first-phase of a tiered environmental review process for the proposed California HST system. The Authority and the FRA completed a second program EIR/EIS in July 2008 to identify a preferred alignment for the Bay Area to Central Valley section of the HST system. The Bay Area to Central Valley HST Program EIR/EIS identified a preferred alternative through the Pacheco Pass with San Francisco and San Jose termini, as well as preferred corridor alignments and station location options. The alignment selected with the second program EIR/EIS uses the Union Pacific (UPRR) railroad corridor through the portion of the Central Valley studied (just north of Madera to just south of Stockton). The Burlington Northern Santa Fe (BNSF) is the preferred alignment from Madera to Bakersfield, as selected with the Statewide Program EIR/EIS. Tiering from the two program EIR/EISs, the Authority and the FRA will prepare a project EIR/EIS for the Merced to Bakersfield section of the HST.

DATES: Written comments on the scope of the Merced to Bakersfield HST project EIR/EIS should be provided to the Authority at the earliest possible date but not later than April 10, 2009. Public scoping meetings are scheduled from March 18 to March 26, 2009 as noted below.

ADDRESSES: Written comments on the scope should be sent to Ms. Carrie Pourvahidi, Deputy Director, ATTN: Merced to Bakersfield HST Project EIR/EIS, California High-Speed Rail Authority, 925 L Street, Suite 1425, Sacramento, CA 95814, or via email with subject line "Merced to Bakersfield HST" to: comments@hsr.ca.gov. Comments may also be provided orally or in writing at the scoping meetings.

FOR FURTHER INFORMATION CONTACT: Ms. Carrie Pourvahidi at (916) 324-1541 or at the above noted address.

SUPPLEMENTARY INFORMATION: The California High-Speed Rail Authority (Authority) was established in 1996 and is authorized and directed by statute to undertake the planning and development of a proposed statewide HST network that is fully coordinated with other public transportation services. The Authority adopted a Business Plan in June 2000, which reviewed the economic feasibility of an 800-mile-long HST system capable of speeds in excess of 200 miles per hour on a dedicated, fully grade-separated state-of-the-art track. The Authority released an updated Business Plan in November 2008.

In 2005, the Authority and FRA completed a Final Program EIR/EIS for the Proposed California High-Speed Train System (Statewide Program EIR/EIS), as the first phase of a tiered environmental review process. The Authority certified the Final Program EIR under CEQA and approved the proposed HST System, and FRA issued a Record of Decision under NEPA on the Federal Program EIS. This statewide program EIR/EIS established the purpose and need for the HST system, analyzed an HST system, and compared it with a No Project/No Action Alternative and a Modal Alternative. In approving the statewide program EIR/EIS, the Authority and the FRA selected the HST Alternative, selected certain corridors/general alignments and general station locations for further study, incorporated mitigation strategies and design practices, and specified further measures to guide the development of the HST system in site-specific project environmental review to avoid and minimize potential adverse environmental impacts. In the subsequent Bay Area to Central Valley HST Final Program EIR/EIS, the Authority and FRA selected the Pacheco Pass alternative to connect the Bay Area to the Central Valley.

The Merced to Bakersfield HST Project EIR/EIS will tier from the Final Statewide Program EIR/EIS and the Final Bay Area to Central Valley HST Program EIR/EIS in accordance with Council on Environmental Quality (CEQ) regulations, (40 CFR § 1508.28) and State CEQA Guidelines (14 C.C.R. §15168[b]). Tiering will ensure that the Merced to Bakersfield HST Project EIR/EIS builds upon all previous work prepared for and incorporated in the Statewide Program EIR/EIS and the Bay Area to Central Valley HST Program EIR/EIS.

The Project EIR/EIS will describe site-specific environmental impacts, will identify specific mitigation measures to address those impacts and will incorporate design practices to avoid and minimize potential adverse environmental impacts. The FRA and the Authority will assess the site characteristics, size, nature, and timing of proposed site-specific HST project sections to determine whether the adverse impacts are potentially significant and whether adverse impacts can be avoided or mitigated. This and other project EIR/EISs will identify and evaluate reasonable and feasible site-specific alignment alternatives, and evaluate the impacts from construction, operation, and maintenance of the HST system. Information and documents regarding this HST environmental review process will be made available through the Authority's Internet site: <http://www.cahighspeedrail.gov/>.

Project Objectives/Purpose and Need: The purpose of the proposed HST system is to provide a new mode of high-speed intercity travel that would link major metropolitan areas of the state; interface with international airports, mass transit, and highways; and provide added capacity to meet increases in intercity travel demand in California in a manner sensitive to and protective of California's unique natural resources. The need for a HST system is directly related to the expected growth in population, and increases in intercity travel demand in California over the next twenty years and beyond. With the growth in travel demand, there will be an increase in travel delays arising from the growing congestion on California's highways and at airports. In addition, there will be negative effects on the economy, quality of life, and air quality in and around California's metropolitan areas from a transportation system that will be come less reliable as travel demand increases. The intercity highway system, commercial airports, and conventional passenger rail serving the intercity travel market are currently operating at or near capacity, and will require large public investments for maintenance and expansion to meet existing demand and future growth.

Alternatives: Merced to Bakersfield HST Project EIR/EIS will consider a No Action or No Project Alternative and a HST Alternative for the Merced to Bakersfield corridor.

No Action Alternative: The No Action Alternative (No Project or No Build) represents the conditions in the corridor as it existed in 2007, and as it would exist based on programmed and funded improvements to the intercity transportation system and other reasonably foreseeable projects through 2035, taking into account the following sources of information: State Transportation Improvement Program (STIP), Regional Transportation Plans (RTPs) for all modes of travel, airport plans, intercity passenger rail plans, and city and county plans.

HST Alternative: The Authority proposes to construct, operate and maintain an electric-powered steel-wheel-on-steel-rail HST system, about 800 miles long, capable of operating speeds of 220 mph on mostly dedicated, fully graded-separated tracks, with state-of-the-art safety, signaling, and automated train control systems. As part of the Bay Area to Central Valley HST Program EIR/EIS, the Authority and FRA selected the Union Pacific (UPRR) railroad alignment through the portion of the Central Valley studied (just north of Madera and just south of Stockton) as the preferred alternative. This Project EIR/EIS will also evaluate the BNSF railroad alignment in this part of the Central Valley because of the uncertainty of negotiating with the UPRR for some of their right-of-way and will continue investigation of alignments/linkages to a potential maintenance facility at Castle AFB. The preferred BNSF alignment from Madera to Bakersfield was selected in the Statewide Program EIR/EIS. As defined in the Statewide Program EIR/EIS, this alignment utilizes the UPRR corridor through the urban area of Fresno, and requires a new high-speed alignment around the city of Hanford. Alignment alternatives will also be evaluated to serve a potential station in the Visalia/Hanford/Tulare area. The HST would operate at speeds up to 220 mph in the Central Valley on tracks separate from the existing BNSF and UP. Further engineering studies to be undertaken as part of this EIR/EIS process will examine and refine alignments in the BNSF and UP corridors. The entire alignment would be grade separated from existing roadways. In addition, alternative sites for right-of-way maintenance, train storage facilities, and a heavy maintenance and repair facility will be evaluated in the Merced to Bakersfield HST project area. See Figure A for a map of the Merced to Bakersfield section of the HST system.

The three preferred station locations selected by the Authority and FRA through the Statewide Program EIR/EIS and Bay Area to Central Valley HST Final Program-Level EIR/EIS will be evaluated in the Merced to Bakersfield HST Project EIR/EIS. These stations are downtown Merced, downtown Fresno, and downtown Bakersfield. Alternative station sites at or near the selected locations may be identified and evaluated. A potential HST station to serve the Visalia/Hanford/Tulare area will also be evaluated in this Project EIR/EIS.

Probable Effects: The purpose of the EIR/EIS process is to explore in a public setting the effects of the proposed project on the physical, human, and natural environment. The FRA and the Authority will continue the tiered evaluation of all significant environmental, social, and economic impacts of the construction and operation of the HST system. Impact areas to be addressed include transportation impacts; safety and security; land use and zoning; land acquisition, displacements, and relocations and cumulative and secondary impacts; agricultural land impacts; cultural resource impacts, including impacts on historical and archaeological resources and parklands/recreation areas; neighborhood compatibility and environmental justice; natural resource impacts including air quality, wetlands, water resources, noise, vibration, energy, wildlife and ecosystems, including endangered species. Measures to avoid, minimize, and mitigate all adverse impacts will be identified and evaluated.

Scoping and Comments: The Authority encourages broad participation in the EIR/EIS process during scoping and review of the resulting environmental documents. Comments and suggestions are invited from all interested agencies and the public to insure the full range of issues related to the proposed action and all reasonable alternatives are addressed and all significant issues are identified. In particular, the Authority is interested in determining whether there are areas of environmental concern where there might be a potential for significant site-specific impacts. In response to this NOP, public agencies with jurisdiction are requested to advise FRA and the Authority of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is

germane to the agency's statutory responsibilities in connection with the proposed project. Public scoping meetings have been scheduled as an important component of the scoping process for both the State and Federal environmental review. The scoping meetings described in this Notice will be advertised locally and included in additional public notification. Scoping meetings scheduled from 3:00 p.m. to 7:00 p.m. as follows:

- March 18, 2009: Merced Community Senior Center, 755 W. 15th Street, Merced
- March 19, 2009: Madera County Fairgrounds, Madera, 1850 West Cleveland Avenue, Madera
- March 24, 2009: Visalia Convention Center 303 E. Acequia Avenue, Visalia
- March 25, 2009: Fresno Convention Center (Exhibit Hall), 848 M Street, Fresno
- March 26, 2009: Rabobank Theater, 1001 Truxtun Avenue, Bakersfield

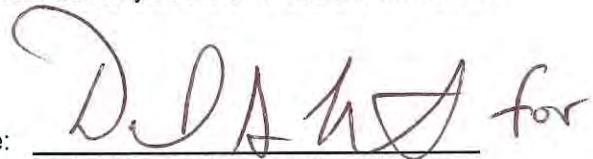
Public agencies are requested to send their responses to this Notice of Preparation to the Authority at the earliest possible date but not later than April 10, 2009.

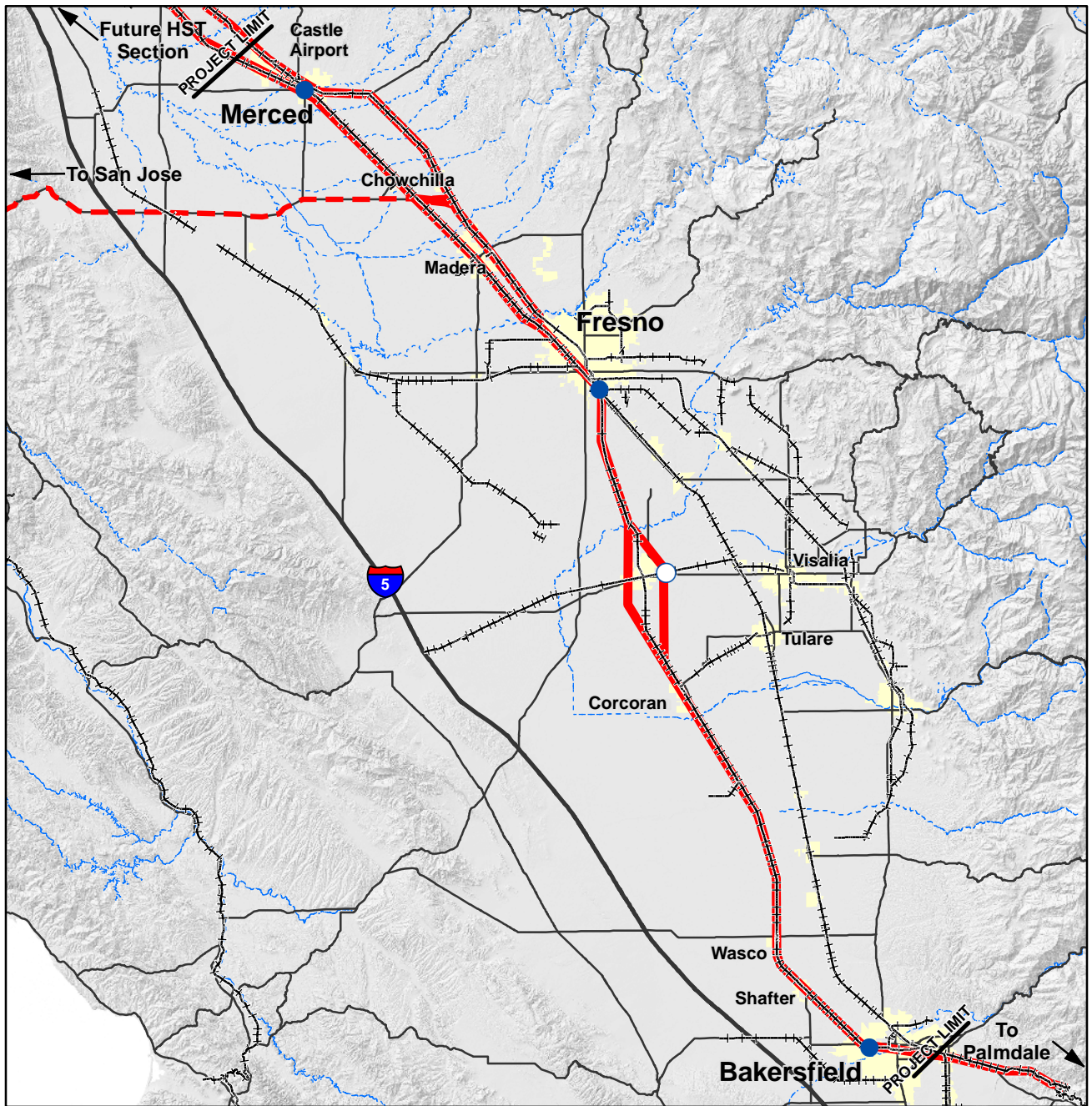
Please send your response and direct any comments or questions regarding this Project to Ms. Carrie Pourvahidi, Deputy Director of the California High-Speed Rail Authority at the address shown above.

Date: _____

02/23/09

Signature: _____

 for
Mehdi Morshed, Executive Director



VICINITY MAP

LEGEND

- Preferred HST Station
- Potential Visalia/Hanford/Tulare Area HST Station
- HST Route Alternatives
- - - Link to Other HST Sections
- Interstate System
- State Route
- ++++ Railroad
- - - River
- County Line

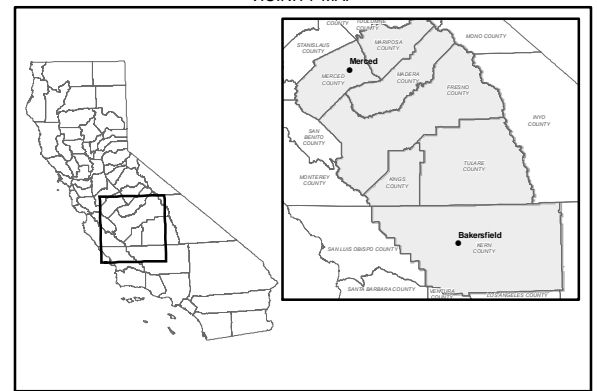


FIGURE A
Merced to Bakersfield HST
Project Section



ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

February 24, 2009

To: Reviewing Agencies

Re: Merced to Bakersfield High-Speed Train Project EIR/EIS
SCH# 2009021107

Attached for your review and comment is the Notice of Preparation (NOP) for the Merced to Bakersfield High-Speed Train Project EIR/EIS draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Carrie Pourvahidi
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Assistant Deputy Director & Senior Planner, State Clearinghouse

Attachments
cc: Lead Agency

FEB 27 2009

Document Details Report State Clearinghouse Data Base

SCH# 2009021107
Project Title Merced to Bakersfield High-Speed Train Project EIR/EIS
Lead Agency High Speed Rail Authority, California

Type JD Joint Document
Description NOTE: NOP/NOI

The purpose of the proposed HST system is to provide a new mode of high-speed intercity travel that would link major metropolitan areas of the state; interface with international airports, mass transit, and highways; and provide add capacity to meet increases in intercity travel demand in California in a manner sensitive to and protective of California's unique natural resources. The need for a HST system is directly related to the expected growth in population, and increases in intercity travel demand in California over the next twenty years and beyond. With the growth in travel demand, there will be an increase in travel delays arising from the growing congestion on California's highways and at airports. In addition, there will be negative effects on the economy, quality of life, and air quality in and around California's metropolitan areas from a transportation system that will become less reliable as travel demand increases. The intercity highway system, commercial airports, and conventional passenger rail serving the intercity travel market are currently operating at or near capacity, and will require large public investments for maintenance and expansion to meet existing demand and future growth.

Lead Agency Contact

Name Carrie Pourvahidi
Agency California High Speed Rail Authority
Phone (916) 324-1541 **Fax**
email
Address 925 L Street , Suite 1425
City Sacramento **State** CA **Zip** 95814

Project Location

County Merced, Kern
City
Region
Cross Streets
Lat / Long
Parcel No.

Township	Range	Section	Base
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Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use

Project Issues Other Issues

Reviewing Agencies Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Central Valley Flood Protection Board; Department of Water Resources; Department of Fish and Game, Region 4; Department of Food and Agriculture; Department of General Services; Office of Emergency Services; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; Caltrans, Division of Aeronautics; Caltrans, Division of Transportation Planning; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 6; Caltrans, District 10; Air Resources Board, Airport Projects; Air Resources Board, Transportation Projects; Integrated Waste Management Board; Regional Water Quality Control Bd.,

Region 5 (Fresno)

Date Received 02/24/2009 *Start of Review* 02/24/2009 *End of Review* 03/25/2009

<u>Resources Agency</u> Nadell Gayou	<input type="checkbox"/> Fish & Game Region 2 Jeff Drongesen	<input checked="" type="checkbox"/> Public Utilities Commission Leo Wang	<input type="checkbox"/> Caltrans, District 8 Dan Kopulsky	Regional Water Quality Control Board (RWQCB)
<u>Dept. of Boating & Waterways</u> Mike Sotelo	<input type="checkbox"/> Fish & Game Region 3 Robert Floerke	<input type="checkbox"/> Santa Monica Bay Restoration Guangyu Wang	<input type="checkbox"/> Caltrans, District 9 Gayle Rosander	<input type="checkbox"/> RWQCB 1 Cathleen Hudson North Coast Region (1)
<u>California Coastal Commission</u> Elizabeth A. Fuchs	<input checked="" type="checkbox"/> Fish & Game Region 4 Julie Vance	<input checked="" type="checkbox"/> State Lands Commission Marina Brand	<input checked="" type="checkbox"/> Caltrans, District 10 Tom Dumas	<input type="checkbox"/> RWQCB 2 Environmental Document Coordinator San Francisco Bay Region (2)
<u>Colorado River Board</u> Gerald R. Zimmerman	<input type="checkbox"/> Fish & Game Region 5 Don Chadwick Habitat Conservation Program	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Cherry Jacques	<input type="checkbox"/> Caltrans, District 11 Jacob Armstrong	<input type="checkbox"/> RWQCB 3 Central Coast Region (3)
<u>Dept. of Conservation</u> Rebecca Salazar	<input type="checkbox"/> Fish & Game Region 6 Gabriela Gatchel Habitat Conservation Program	<u>Business, Trans & Housing</u>	<input type="checkbox"/> Caltrans, District 12 Ryan P. Chamberlain	<input type="checkbox"/> RWQCB 4 Teresa Rodgers Los Angeles Region (4)
<u>California Energy Commission</u> Dale Edwards	<input type="checkbox"/> Fish & Game Region 6 I/M Gabriela Getchel Inyo/Mono, Habitat Conservation Program	<input checked="" type="checkbox"/> Caltrans - Division of Aeronautics Sandy Hesnard	<u>Cal EPA</u>	<input type="checkbox"/> RWQCB 5S Central Valley Region (5)
<u>Cal Fire</u> Allen Robertson	<input type="checkbox"/> Dept. of Fish & Game M George Isaac Marine Region	<input checked="" type="checkbox"/> Caltrans - Planning Terri Pencovic	<u>Air Resources Board</u>	<input checked="" type="checkbox"/> RWQCB 5F Central Valley Region (5) Fresno Branch Office
<u>Office of Historic Preservation</u> Wayne Donaldson	<u>Other Departments</u>	<input checked="" type="checkbox"/> California Highway Patrol Scott Loetscher Office of Special Projects	<input checked="" type="checkbox"/> Airport Projects Jim Lerner	<input type="checkbox"/> RWQCB 5R Central Valley Region (5) Redding Branch Office
<u>Dept. of Parks & Recreation</u> Environmental Stewardship Section	<input checked="" type="checkbox"/> Food & Agriculture Steve Shaffer Dept. of Food and Agriculture	<input checked="" type="checkbox"/> Housing & Community Development CEQA Coordinator Housing Policy Division	<input type="checkbox"/> Transportation Projects Douglas Ito	<input type="checkbox"/> RWQCB 6 Lahontan Region (6)
<u>Central Valley Flood Protection Board</u> Jon Yego	<input type="checkbox"/> Dept. of General Services Public School Construction	<u>Dept. of Transportation</u>	<input type="checkbox"/> Industrial Projects Mike Tollstrup	<input type="checkbox"/> RWQCB 6V Lahontan Region (6) Victorville Branch Office
<u>S.F. Bay Conservation & Dev't. Comm.</u> Steve McAdam	<input checked="" type="checkbox"/> Dept. of General Services Anna Garbelf Environmental Services Section	<input type="checkbox"/> Caltrans, District 1 Rex Jackman	<input checked="" type="checkbox"/> California Integrated Waste Management Board Sue O'Leary	<input type="checkbox"/> RWQCB 7 Colorado River Basin Region (7)
<u>Dept. of Water Resources</u> Resources Agency Nadell Gayou	<input type="checkbox"/> Dept. of Public Health Bridgette Blinning Dept. of Health/Drinking Water	<input type="checkbox"/> Caltrans, District 2 Marcelino Gonzalez	<input type="checkbox"/> State Water Resources Control Board Regional Programs Unit Division of Financial Assistance	<input type="checkbox"/> RWQCB 8 Santa Ana Region (8)
<u>Conservancy</u>	<u>Independent Commissions/Boards</u>	<input type="checkbox"/> Caltrans, District 3 Bruce de Terra	<input type="checkbox"/> State Water Resources Control Board Steven Herrera Division of Water Rights	<input type="checkbox"/> RWQCB 9 San Diego Region (9)
<u>Land and Game</u>	<input type="checkbox"/> Delta Protection Commission Linda Flack	<input type="checkbox"/> Caltrans, District 4 Lisa Carboni	<input type="checkbox"/> Dept. of Toxic Substances Control CEQA Tracking Center	<input type="checkbox"/> Other
<u>Dept. of Fish & Game</u> Scott Flint Environmental Services Division	<input checked="" type="checkbox"/> Office of Emergency Services Dennis Castrillo	<input type="checkbox"/> Caltrans, District 5 David Murray	<input type="checkbox"/> Department of Pesticide Regulation CEQA Coordinator	
<u>Fish & Game Region 1</u> Donald Koch	<input type="checkbox"/> Governor's Office of Planning & Research State Clearinghouse	<input checked="" type="checkbox"/> Caltrans, District 6 Michael Navarro		
<u>Fish & Game Region 1E</u> Laurie Harnsberger	<input checked="" type="checkbox"/> Native American Heritage Comm. Debbie Treadway	<input type="checkbox"/> Caltrans, District 7 Elmer Alvarez		



CALIFORNIA HIGH-SPEED RAIL AUTHORITY

SCH 2009091125

NOTICE OF PREPARATION

FROM: Mehdi Morshed
Executive Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

SUBJECT: Notice of preparation of a Project Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for a Merced to Fresno High-Speed Train System

The California High-Speed Rail Authority (Authority), as the Lead Agency for the California Environmental Quality Act (CEQA) process for a proposed California High-Speed Train (HST) System, issued a Notice of Preparation on February 24, 2009 for the preparation of an Environmental Impact Report (EIR) for the Merced-to-Bakersfield section of the Authority's proposed HST System in compliance with CEQA. The Federal Railroad Administration (FRA), as the federal lead agency for the National Environmental Policy Act (NEPA) process, issued a Notice of Intent to prepare an environmental impact statement (EIS) for this project. Those notices identified alternatives involving the HST alignments and station locations between Merced and Bakersfield.

The Authority and FRA have determined that the environmental effects of the HST System from Merced to Bakersfield are more appropriately assessed in two separate EIR/EIS documents, one from Merced to Fresno and another for Fresno to Bakersfield. This Notice amends the environmental process started on March 13, 2009 to a Project EIR/EIS for the Merced to Fresno section of the HST System. The decision to complete two EIR/EISs was made because the project sections are of sufficient length, with logical termini, allowing for an analysis of environmental matters on a broad scope to ensure that the project will function properly without requiring additional improvements elsewhere, and the assessment of HST alternatives in the Merced to Fresno section will not restrict consideration of alternatives for other transportation improvements.

This NOP initiates the State CEQA process and the preparation of an Environmental Impact Report/Environmental Impact Statement for the Merced to Fresno section of the proposed California High-Speed Train System. The Authority is issuing this NOP to solicit public and agency input into the scope of the EIR and to advise the public that outreach activities will be conducted by the Authority and its representatives in the preparation of the combined EIR/EIS. The FRA has responsibility for overseeing the safety of railroad operations, including the safety of any proposed high-speed ground transportation system. The FRA also has responsibility for providing Federal funding for intercity passenger rail capital investments, including high-speed rail, and may provide financial assistance for the project. The FRA will publish a Notice of Intent (NOI) in the *Federal Register*, announcing the agency's intention to initiate the federal environmental review process for this section of the HST project.

The Authority and the FRA completed a California High Speed Train Program EIR/EIS (Statewide Program EIR/EIS) in August 2005 as the first-phase of a tiered environmental review process for the proposed California HST System. The Statewide Program EIR/EIS generally selected the Burlington Northern Santa Fe (BNSF) railroad corridor for the high-speed train route from Merced to Fresno with

stations at Merced and in Fresno. The Authority and the FRA completed a second program EIR/EIS in July 2008 to evaluate and select general alignments and station locations within the broad corridor between, and including, the Altamont Pass and the Pacheco Pass to connect the Bay Area and Central Valley portions of the HST System. The Bay Area to Central Valley HST Program EIR/EIS identified a preferred alternative through the Pacheco Pass via Henry Miller Road to connect the Bay Area and the Central Valley and along the Union Pacific (UPRR) railroad corridor through the Central Valley. Tiering from the two program EIR/EISs, the Authority and the FRA will prepare a project EIR/EIS for the Merced to Fresno section of the HST.

DATES: Written comments on the scope of the Merced to Fresno HST Project EIR/EIS should be provided to the Authority at the earliest possible date but not later than October 30, 2009. These comments will receive equal consideration to comments presented during the March 2009 scoping period for the Merced to Bakersfield HST Project EIR/EIS.

ADDRESSES: Written comments on the scope should be sent to Ms. Carrie Bowen, Regional Director, ATTN: Merced to Fresno HST Project EIR/EIS, California High-Speed Rail Authority, 925 L Street, Suite 1425, Sacramento, CA 95814, or via email with subject line "Merced to Fresno HST" to: comments@hsr.ca.gov. Comments may also be provided orally at the same address.

FOR FURTHER INFORMATION CONTACT: Ms. Carrie Bowen at (559) 221-2636 or at the above noted address.

SUPPLEMENTARY INFORMATION: The Authority was established in 1996 and is authorized and directed by statute to undertake the planning and development of a proposed statewide HST network that is fully coordinated with other public transportation services. The Authority adopted a Business Plan in June 2000, which reviewed the economic feasibility of an 800-mile-long HST system capable of speeds in excess of 220 miles per hour on a dedicated, fully grade-separated state-of-the-art track. The Authority released an updated Business Plan in November 2008.

In 2005, the Authority and FRA completed a Statewide Program EIR/EIS for the Proposed California High-Speed Train System (Statewide Program EIR/EIS), as the first phase of a tiered environmental review process. The Authority certified the Program EIR under CEQA and approved the proposed HST System, and FRA issued a Record of Decision under NEPA for the Program EIS. This Statewide Program EIR/EIS established the purpose and need for the HST System, analyzed an HST System, and compared it with a No Project/No Action Alternative and a Modal Alternative. In approving the Statewide Program EIR/EIS, the Authority and the FRA selected the HST Alternative, selected certain corridors/general alignments and general station locations for further study, incorporated mitigation strategies and design practices, and specified further measures to guide the development of the HST System during the site-specific project environmental review to avoid and minimize potential adverse environmental impacts. In the subsequent Bay Area to Central Valley HST Program EIR/EIS, the Authority and FRA selected the Pacheco Pass alternative, via Henry Miller Road, as the preferred alternative to connect the Bay Area to the Central Valley.

The Merced to Fresno HST Project EIR/EIS will tier from the Statewide Program EIR/EIS and the Bay Area to Central Valley HST Program EIR/EIS in accordance with Council on Environmental Quality (CEQ) regulations, (40 CFR 1508.28) and State CEQA Guidelines (14 California Code of Regulations 15168(b)). Tiering will ensure that the Merced to Fresno HST Project EIR/EIS builds upon all previous work prepared for and incorporated in the Statewide Program EIR/EIS and the Bay Area to Central Valley HST Program EIR/EIS.

The Merced to Fresno HST Project EIR/EIS will describe site-specific environmental impacts, will identify specific mitigation measures to address those impacts, and will incorporate design features to avoid and minimize potential adverse environmental impacts. The FRA and the Authority will assess the site characteristics, size, nature, and timing of the proposed project elements to determine whether the impacts are potentially significant and whether impacts can be avoided or mitigated. This Project EIR/EIS

will identify and evaluate reasonable and feasible site-specific alignment alternatives and evaluate the potential impacts of construction, operation, and maintenance of the HST System, including track, ancillary facilities, and stations, along the preferred alternative corridors from Merced to Fresno. The Merced to Fresno HST Project also includes the connection from the San Jose to Merced HST Project. Information and documents regarding this HST environmental review process will be made available through the Authority's Internet site: <http://www.cahighspeedrail.gov/>.

Project Objectives/Purpose and Need: The purpose of the proposed HST System is to provide a new mode of high-speed intercity travel that would link major metropolitan areas of the state; interface with airports, mass transit, and highways; and provide added capacity to meet increases in intercity travel demand in California in a manner sensitive to and protective of California's unique natural resources. The need for an HST System is directly related to the expected growth in population, and increases in intercity travel demand in California over the next twenty years and beyond. With the growth in travel demand, there will be an increase in travel delays arising from the growing congestion on California's highways and at airports. In addition, there will be negative effects on the economy, quality of life, and air quality in and around California's metropolitan areas from an increasingly congested transportation system that will become less reliable as travel demand increases. The intercity highway system, commercial airports, and conventional passenger rail serving the intercity travel market are currently operating at or near capacity, and will require large public investments for maintenance and expansion to meet existing demand and future growth. The proposed HST system is designed to address some of the social, economic and environmental problems associated with transportation congestion in California.

Alternatives: The Merced to Fresno HST Project EIR/EIS will consider a No Action or No Project Alternative and an HST Alternative for the Merced to Fresno section.

No Action Alternative: The No Action Alternative (No Project or No Build) represents the conditions in the corridor as it existed in 2009, and as it would exist based on programmed and funded improvements to the intercity transportation system and other reasonably foreseeable projects through 2035, taking into account the following sources of information: the State Transportation Improvement Program (STIP), Regional Transportation Plans (RTPs) for all modes of travel, airport plans, intercity passenger rail plans, and city and county plans.

HST Alternative: The Authority proposes to construct, operate and maintain an electric-powered steel-wheel-on-steel-rail HST System, about 800 miles long, capable of operating speeds of 220 mph on dedicated, fully grade-separated tracks, with state-of-the-art safety, signaling, and automated train control systems. As part of the Bay Area to Central Valley HST Program EIR/EIS, the Authority and FRA selected the UPRR railroad alignment through the portion of the Central Valley from north of Madera to south of Stockton as the preferred alternative. This Project EIR/EIS will also evaluate the BNSF railroad alignment in this part of the Central Valley because of the uncertainty of negotiating with the UPRR for some of their right-of-way and will continue investigation of alignment/linkages to a potential light or heavy maintenance facility at potential sites, including Castle AFB.

The BNSF alignment from Madera to Fresno was selected with the Statewide Program EIR/EIS. As defined in the Statewide Program EIR/EIS, this alignment would utilize the UPRR corridor through the urban area of Fresno. The HST would operate in this area at speeds up to 220 mph on tracks separate from the existing BNSF and UPRR tracks. Engineering studies to be undertaken as part of this EIR/EIS process will examine and refine alignments in the BNSF and UPRR corridors. The entire alignment would be grade separated from existing roadways. In addition, alternative sites for right-of-way maintenance, train storage facilities, and a light or heavy maintenance and repair facility will be evaluated in the Merced to Fresno HST project area. See Figure A for a map of the Merced to Fresno section of the HST System.

The preferred station locations selected by the Authority and FRA through the Statewide Program EIR/EIS and the Bay Area to Central Valley HST Program EIR/EIS in Merced will be evaluated in the Merced to Fresno HST Project EIR/EIS. The station in Fresno will be analyzed in the EIR/EIS for the Fresno to Bakersfield section of the HST System. Alternative station sites at or near the selected station locations may be identified and evaluated.

Probable Effects: The purpose of the EIR/EIS process is to explore in a public setting the effects of the proposed project on the physical, human, and natural environment. The FRA and the Authority will continue the tiered evaluation of all significant environmental, social, and economic impacts of the construction and operation of the HST System. Impact areas to be addressed include transportation impacts; safety and security; land use and zoning; land acquisition, displacements, and relocations and cumulative and secondary impacts; agricultural land impacts; cultural resource impacts, including impacts on historical and archaeological resources and parklands/recreation areas; neighborhood compatibility and environmental justice; natural resource impacts including air quality, wetlands, water resources, noise, vibration, energy, wildlife and ecosystems, including endangered species. Measures to avoid, minimize, and mitigate all adverse impacts will be identified and evaluated.

Comments: Public scoping meetings were held in March 2009 for the Merced to Bakersfield HST Project EIR/EIS and are an important component of the scoping process for the Merced to Fresno HST Project EIR/EIS for both the State and Federal environmental review. The Authority encourages broad participation in the EIR/EIS process and review of the resulting environmental documents. Comments and suggestions are invited from all interested agencies and the public to insure the full range of issues related to the proposed action and all reasonable alternatives are addressed and all significant issues are identified. In particular, the Authority is interested in learning whether there are areas of environmental concern where there might be a potential for significant site-specific impacts from the Merced-Fresno section of the HST system. Public agencies with jurisdiction are requested to advise FRA and the Authority of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed project. Public agencies are requested to send their responses to this Notice of Preparation to the Authority at the earliest possible date but not later than October 30, 2009.

The Authority also invites the general public and all other interested parties to comment on the scope and content of this EIR/EIS. The Authority is soliciting additional oral and written comments, suggestions, requests for information, and requests for public meetings no later than October 30, 2009.

These comments will receive equal consideration as comments presented during the March 2009 scoping period for the former Merced to Bakersfield HST Project EIR/EIS.

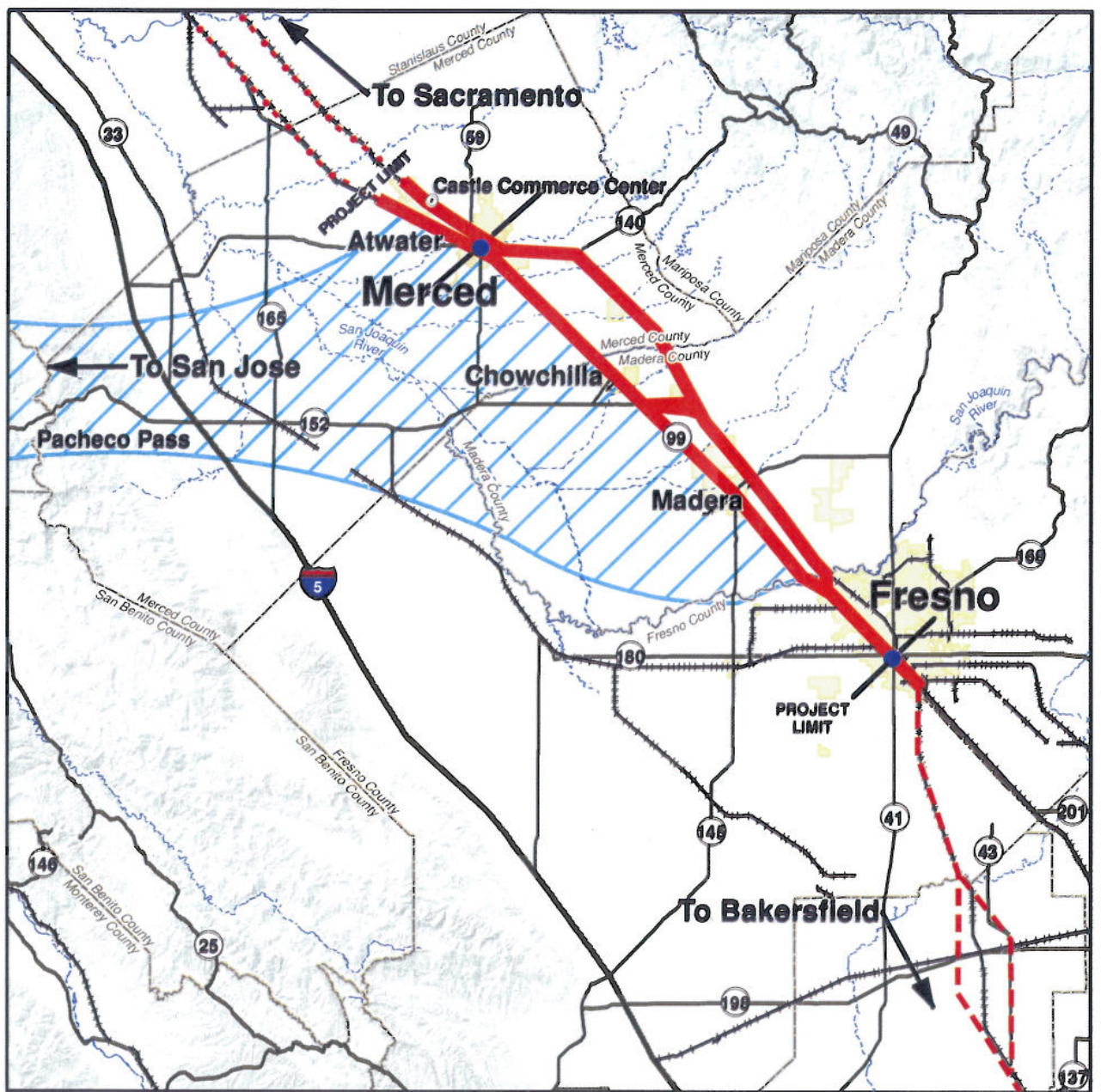
Please send your response and direct any comments or questions regarding this Project to Ms. Carrie Bowen, Regional Director of the California High-Speed Rail Authority at the address shown above.

Date:

9/29/09

Signature:

 for
Carrie Bowen, Regional Director



LEGEND

- Preferred HST Station
- HST Route Alternatives
- - - Fresno to Bakersfield HST Section
- ... Merced to Sacramento HST Section
- ▨ San Jose to Merced HST Range of Potential Connections
- Interstate System
- State Route
- Railroad
- River
- City Boundary

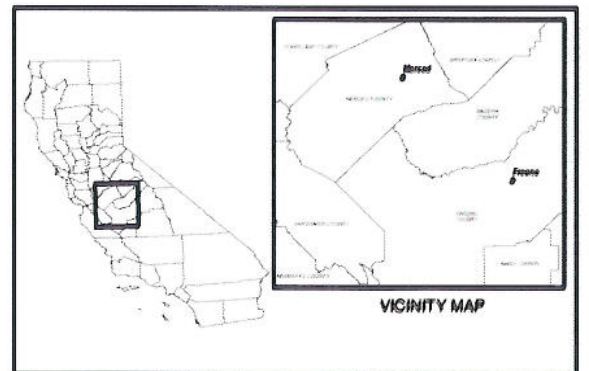


FIGURE A
Merced to Fresno HST
Project Section

APPENDIX B

Notice of Intent

ensure the full range of issues related to the proposed action and reasonable alternatives are addressed and all significant issues are identified. In particular, FRA is interested in determining whether there are areas of environmental concern where there might be a potential for significant site-specific impacts. Public agencies with jurisdiction are requested to advise FRA and the Authority of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed project. Public agencies are requested to advise FRA if they anticipate taking a major action in connection with the proposed project and if they wish to cooperate in the preparation of the Project EIR/EIS. Public scoping meetings have been scheduled as an important component of the scoping process for both the State and Federal environmental review. The scoping meetings described in this Notice will also be the subject of additional public notification.

FRA is seeking participation and input of all interested Federal, State, and local agencies, Native American groups, and other concerned private organizations and individuals on the scope of the EIR/EIS. Implementation of the San Jose to Merced section of the HST system is a federal undertaking with the potential to affect historic properties. As such, it is subject to the requirements of section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f). In accordance with regulations issued by the Advisory Council on Historic Preservation, 36 CFR part 800, FRA intends to coordinate compliance with section 106 of this Act with the preparation of the EIR/EIS, beginning with the identification of consulting parties through the scoping process, in a manner consistent with the standards set out in 36 CFR 800.8.

Issued in Washington, DC, on March 9, 2009.

Ray LaHood,

Secretary, U.S. Department of Transportation.
[FR Doc. E9-5573 Filed 3-13-09; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Environmental Impact Statement for the California High Speed Train Project From Merced to Bakersfield, CA

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of intent to prepare an Environmental Impact Statement.

SUMMARY: This notice is to advise the public that FRA and the California High Speed Rail Authority (Authority) will jointly prepare a project Environmental Impact Statement (EIS) and project Environmental Impact Report (EIR) for the Merced-to-Bakersfield section of the Authority's proposed California High-Speed Train (HST) System in compliance with relevant State and Federal laws, in particular the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

In 2001, the Authority and FRA started a tiered environmental review process for the HST system and in 2005, completed the first tier California High Speed Train Program EIR/EIS and approved the statewide HST system for intercity travel in California between the major metropolitan centers of Sacramento and the San Francisco Bay Area in the north, through the Central Valley, to Los Angeles and San Diego in the south. The approved HST system would be about 800-miles long, with electric propulsion and steel-wheel-on-steel-rail trains capable of operating speeds of 220 miles per hour (mph) on a dedicated system of fully grade-separated, access-controlled steel tracks and with state-of-the-art safety, signaling, communication, and automated train control systems. In approving the HST system, the Authority and FRA also selected preferred corridor alignments and station location options throughout most of the system. In 2008, the Authority and FRA completed a second program EIR/EIS to evaluate alignments and station locations within the broad corridor between and including the Altamont Pass and the Pacheco Pass to connect the Bay Area and Central Valley portions of the HST system. The Authority and FRA selected the Pacheco Pass with San Francisco and San Jose termini network alternative, as well as preferred corridor alignments and station location options. The selected alignment uses the Union Pacific (UPRR) railroad corridor through the portion of the Central Valley from just

north of Madera to just south of Stockton and the Burlington Northern Santa Fe (BNSF) alignment from Madera to Bakersfield, as selected with the Statewide Program EIR/EIS.

The preparation of the Merced to Bakersfield HST Project EIR/EIS will involve development of preliminary engineering designs and assessment of environmental effects associated with the construction, operation, and maintenance of the HST system, including track, ancillary facilities and stations, along the preferred alternative corridors from Merced to Bakersfield.

DATES: Written comments on the scope of the Merced to Bakersfield HST Project EIR/EIS should be provided to the Authority by April 10, 2009. Public scoping meetings are scheduled from March 18, 2009 to March 26, 2009, as noted below in the cities of Merced, Madera, Fresno, Visalia, and Bakersfield.

ADDRESSES: Written comments on the scope should be sent to Ms. Carrie Pourvahidi, Deputy Director, ATTN. Merced to Bakersfield, California High-Speed Rail Authority, 925 L Street, Suite 1425, Sacramento, CA 95814, or via e-mail with subject line "Merced to Bakersfield HST" to: comments@hsr.ca.gov. Comments may also be provided orally or in writing at the scoping meetings scheduled as follows:

- **March 18, 2009:** Merced Community Senior Center, from 3 p.m. to 7 p.m.
- **March 19, 2009:** Madera County Fairgrounds, 1850 West Cleveland Avenue, Madera, from 3 p.m. to 7 p.m.
- **March 24, 2009:** Visalia Convention Center, 303 E. Acequia Avenue, Visalia, from 3 p.m. to 7 p.m.
- **March 25, 2009:** Fresno Convention Center (Exhibit Hall), 848 M Street, Fresno, from 3 p.m. to 7 p.m.
- **March 26, 2009:** Rabobank Theater, 1001 Truxtun Avenue, Bakersfield, from 3 p.m. to 7 p.m.

FOR FURTHER INFORMATION CONTACT: Mr. David Valenstein, Environmental Program Manager, Office of Railroad Development, Federal Railroad Administration, 1200 New Jersey Avenue, SE. (Mail Stop 20), Washington, DC 20590; Telephone: (202) 493-6368, or Ms. Carrie Pourvahidi, Telephone: (916) 324-1541 at the above noted address.

SUPPLEMENTARY INFORMATION: The Authority was established in 1996 and is authorized and directed by statute to undertake the planning and development of a proposed statewide HST network that is fully coordinated with other public transportation

services. The Authority adopted a Final Business Plan in June 2000, which reviewed the economic feasibility of an 800-mile-long HST capable of operating speeds in excess of 200 miles per hour on a dedicated, fully grade-separated state-of-the-art track. The Authority released an updated Business Plan in November 2008.

The FRA has responsibility for oversight of the safety of railroad operations, including the safety of any proposed high-speed ground transportation system. For the proposed HST, it is anticipated that FRA would need to take certain regulatory actions prior to operation.

In 2005, the Authority and FRA completed a Final Program EIR/EIS for the Proposed California High Speed Train System (Statewide Program EIR/EIS), as the first phase of a tiered environmental review process. The Authority certified the Final Program EIR under CEQA and approved the proposed HST System, and FRA issued a Record of Decision under NEPA on the Final Program EIS. This statewide program EIR/EIS established the purpose and need for the HST system, analyzed an HST system, and compared it with a No Project/No Action Alternative and a Modal Alternative. In approving the statewide program EIR/EIS, the Authority and FRA selected the HST Alternative, selected certain corridors/general alignments and general station locations for further study, incorporated mitigation strategies and design practices, and specified further measures to guide the development of the HST system at the site-specific project level of environmental review to avoid and minimize potential adverse environmental impacts. In the subsequent Bay Area to Central Valley HST Final Program EIR/EIS, the Authority and FRA selected the Pacheco Pass alternative, via Henry Miller Road, as the preferred alternative to connect the Bay Area to the Central Valley.

The Merced to Bakersfield HST Project EIR/EIS will tier from the Final Statewide Program EIR/EIS and the Final Bay Area to Central Valley HST Program EIR/EIS in accordance with Council on Environmental Quality (CEQ) regulations, (40 CFR 1508.28) and State CEQA Guidelines (14 C.C.R. 15168[b]). Tiering will ensure that the Merced to Bakersfield HST Project EIR/EIS builds upon all previous work prepared for and incorporated in the Statewide Program EIR/EIS and the Bay Area to Central Valley HST Program EIR/EIS.

This Project EIR/EIS will describe site-specific environmental impacts,

will identify specific mitigation measures to address those impacts and will incorporate design practices to avoid and minimize potential adverse environmental impacts. The FRA and the Authority will assess the site characteristics, size, nature, and timing of proposed site-specific projects to determine whether the impacts are potentially significant and whether impacts can be avoided or mitigated. This project EIR/EIS will identify and evaluate reasonable and feasible site-specific alignment alternatives, and evaluate the impacts from construction, operation, and maintenance of the HST system. Information and documents regarding this HST environmental review process will be made available through the Authority's Internet site: <http://www.cahighspeedrail.gov/>.

Purpose and Need: The purpose of the proposed HST system is to provide a new mode of high-speed intercity travel that would link major metropolitan areas of the State; interface with international airports, mass transit, and highways; and provide added capacity to meet increases in intercity travel demand in California in a manner sensitive to and protective of California's unique natural resources. The need for a HST system is directly related to the expected growth in population, and increases in intercity travel demand in California over the next twenty years and beyond. With the growth in travel demand, there will be an increase in travel delays arising from the growing congestion on California's highways and at airports. In addition, there will be negative effects on the economy, quality of life, and air quality in and around California's metropolitan areas from a transportation system that will become less reliable as travel demand increases. The intercity highway system, commercial airports, and conventional passenger rail serving the intercity travel market are currently operating at or near capacity, and will require large public investments for maintenance and expansion to meet existing demand and future growth.

Alternatives: The Merced to Bakersfield HST Project EIR/EIS will consider a No Action or No Project Alternative and an HST Alternative for the Merced to Bakersfield section.

No Action Alternative: The No Action Alternative (No Project or No Build) represents the conditions in the corridor as it existed in 2007, and as it would exist based on programmed and funded improvements to the intercity transportation system and other reasonably foreseeable projects through 2035, taking into account the following sources of information: State

Transportation Improvement Program (STIP), Regional Transportation Plans (RTPs) for all modes of travel, airport plans, intercity passenger rail plans, city and county plans.

HST Alternative: The Authority proposes to construct, operate and maintain an electric-powered steel-wheel-on-steel-rail HST system, about 800 miles long, capable of operating speeds of 220 mph on dedicated, fully graded-separated tracks, with state-of-the-art safety, signaling, and automated train control systems. As part of the Bay Area to Central Valley HST Program EIR/EIS, the Authority and FRA selected the Union Pacific (UPRR) railroad alignment through the portion of the Central Valley from just north of Madera to just south of Stockton as the preferred alternative. This Project EIR/EIS will also evaluate the BNSF railroad alignment in this part of the Central Valley because of the uncertainty of negotiating with the UPRR for some of their right-of-way and will continue investigation of alignments/linkages to a potential maintenance facility at Castle AFB. The BNSF alignment from Madera to Bakersfield was selected as the preferred alignment for this portion of the Central Valley in the Statewide Program EIR/EIS. As defined in the Statewide Program EIR/EIS, this alignment would utilize the UPRR corridor through the urban area of Fresno, and would require a new high-speed alignment around the city of Hanford. Alignment alternatives will also be evaluated to serve a potential station in the Visalia/Hanford/Tulare area. The HST would operate in this area at speeds up to 220 mph on tracks separate from the existing BNSF and UP tracks. Further engineering studies to be undertaken as part of this EIR/EIS process will examine and refine alignments in the BNSF and UP corridors. The entire alignment would be grade separated from existing roadways. In addition, alternative sites for right-of-way maintenance, train storage facilities and a heavy maintenance and repair facility will be evaluated in the Merced to Bakersfield HST project area.

The three preferred station locations selected by the Authority and FRA through the Bay Area to Central Valley HST Final Program-Level EIR/EIS will be evaluated in the Merced to Bakersfield HST Project EIR/EIS. These stations are downtown Merced, downtown Fresno, and downtown Bakersfield. Alternative station sites at or near the selected station locations may be identified and evaluated. A potential HST station to serve the

Visalia/Hanford/Tulare area will also be evaluated in this Project EIR/EIS.

Probable Effects: The purpose of the EIR/EIS process is to explore in a public setting the effects of the proposed project on the physical, human, and natural environment. The FRA and the Authority will continue the tiered evaluation of all significant environmental, social, and economic impacts of the construction and operation of the HST system. Impact areas to be addressed include transportation impacts; safety and security; land use and zoning; land acquisition, displacements, and relocations; agricultural land impacts; cumulative and secondary impacts; cultural resource impacts, including impacts on historical and archaeological resources and parklands/recreation areas; neighborhood compatibility and environmental justice; and natural resource impacts including air quality, wetlands, water resources, noise, vibration, energy, wildlife and ecosystems, including endangered species. Measures to avoid, minimize, and mitigate adverse impacts will be identified and evaluated.

The Merced to Bakersfield HST Project EIR/EIS will be prepared in accordance with FRA's Procedures for Considering Environmental Impacts (64 FR 28545 [May 26, 1999]) and will address not only NEPA and CEQA but will also address as necessary other applicable statutes, regulations, and executive orders, including the Clean Air Act, Section 404 of the Clean Water Act, Section 106 of the National Historic Preservation Act of 1966, Section 4(f) of the Department of Transportation Act, the Endangered Species Act, and Executive Order 12898 on Environmental Justice.

This EIR/EIS process will also continue the NEPA/Clean Water Act Section 404 integration process established through the Statewide Program EIR/EIS process. The EIR/EIS will evaluate project alignment alternatives, and station and maintenance facility locations to support a determination of the Least Environmentally Damaging Practicable Alternative ("LEDPA") by the U.S. Army Corps of Engineers.

Scoping and Comments: FRA encourages broad participation in the EIS process during scoping and review of the resulting environmental documents. Comments are invited from all interested agencies and the public to ensure the full range of issues related to the proposed action and reasonable alternatives are addressed and all significant issues are identified. In particular, FRA is interested in

determining whether there are areas of environmental concern where there might be a potential for significant site-specific impacts. Public agencies with jurisdiction are requested to advise FRA and the Authority of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed project. Public agencies are requested to advise FRA if they anticipate taking a major action in connection with the proposed project and if they wish to cooperate in the preparation of the Project EIR/EIS. Public scoping meetings have been scheduled as an important component of the scoping process for both the State and Federal environmental review. The scoping meetings described in this Notice will also be the subject of additional public notification.

FRA is seeking participation and input of all interested Federal, State, and local agencies, Native American groups, and other concerned private organizations or individuals on the scope of the EIR/EIS. Implementation of the Merced to Bakersfield section of the HST system is a Federal undertaking with the potential to affect historic properties. As such, it is subject to the requirements of section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f). In accordance with regulations issued by the Advisory Council on Historic Preservation, 36 CFR part 800, FRA intends to coordinate compliance with section 106 of this Act with the preparation of the EIR/EIS, beginning with the identification of consulting parties through the scoping process, in a manner consistent with the standards set out in 36 CFR 800.8.

Issued in Washington, DC, on March 9, 2009.

Ray LaHood,

Secretary, U.S. Department of Transportation.
[FR Doc. E9-5579 Filed 3-13-09; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2008-0118; Notice 2]

Continental Tire North America, Inc., Grant of Petition for Decision of Inconsequential Noncompliance

Continental Tire North America, Inc. (Continental), has determined that certain passenger car tires manufactured during December of 2007 and January of

2008 did not fully comply with paragraph S5.5(e) of Federal Motor Vehicle Safety Standard (FMVSS) No. 139 *New Pneumatic Radial Tires for Light Vehicles*. Continental has filed an appropriate report pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports*.

Pursuant to 49 U.S.C. 30118(d) and 30120(h) and the rule implementing those provisions at 49 CFR part 556, Continental has petitioned for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential to motor vehicle safety. Notice of receipt of the petition was published, with a 30-day public comment period, on June 26, 2008 in the **Federal Register** (73 FR 36371). No comments were received. To view the petition and all supporting documents log onto the Federal Docket Management System Web site at: <http://www.regulations.gov/>. Then follow the online search instructions to locate docket number "NHTSA-2008-0118."

For further information on this decision, contact Mr. George Gillespie, Office of Vehicle Safety Compliance, the National Highway Traffic Safety Administration (NHTSA), telephone (202) 366-5299, facsimile (202) 366-7002.

Affected are approximately 1,925 size 255/60R17 106 H Continental CrossContact LX ETRTO passenger car tires manufactured in Continental's Mount Vernon, Illinois plant during December of 2007 and January of 2008.

Paragraph S5.5(e) of FMVSS No. 139 requires in pertinent part:

S5.5 Tire markings. Except as specified in paragraphs (a) through (i) of S5.5, each tire must be marked on each sidewall with the information specified in S5.5(a) through (d) and on one sidewall with the information specified in S5.5(e) through (i) according to the phase-in schedule specified in S7 of this standard. The markings must be placed between the maximum section width and the bead on at least one sidewall, unless the maximum section width of the tire is located in an area that is not more than one-fourth of the distance from the bead to the shoulder of the tire. If the maximum section width falls within that area, those markings must appear between the bead and a point one-half the distance from the bead to the shoulder of the tire, on at least one sidewall. The markings must be in letters and numerals not less than 0.078 inches high and raised above or sunk below the tire surface not less than 0.015 inches * * *.

(e) The generic name of each cord material used in the plies (both sidewall and tread area) of the tire; * * *.

Continental explains that the noncompliance is that the sidewall marking incorrectly identifies the

stations are downtown Fresno and downtown Bakersfield. Alternative station sites at or near the selected station locations may be identified and evaluated. A potential station in the Visalia/Hanford/Tulare area will also be evaluated in this Project EIR/EIS.

Probable Effects: The purpose of the EIR/EIS process is to explore, in a public setting, the effects of the proposed project on the physical, human, and natural environment. The FRA and the Authority will continue the tiered evaluation of all significant environmental, social, and economic impacts of the construction and operation of the HST System. Impact areas to be addressed include transportation impacts; safety and security; land use and zoning; land acquisition, displacements, and relocations; agricultural land impacts; cumulative and secondary impacts; cultural resource impacts, including impacts on historical and archaeological resources and parklands/recreation areas; neighborhood compatibility and environmental justice; and natural resource impacts including air quality, wetlands, water resources, noise, vibration, energy, wildlife and ecosystems, including endangered species. Measures to avoid, minimize, and mitigate adverse impacts will be identified and evaluated.

The Fresno to Bakersfield HST Project EIR/EIS will be prepared in accordance with FRA's Procedures for Considering Environmental Impacts (64 FR 28545 May 26, 1999) and will address not only NEPA and CEQA but will also address as necessary other applicable statutes, regulations, and executive orders, including the Clean Air Act, section 404 of the Clean Water Act, section 106 of the National Historic Preservation Act of 1966, section 4(f) of the Department of Transportation Act, the Endangered Species Act, and Executive Order 12898 on Environmental Justice. This EIR/EIS process will also continue the NEPA/Clean Water Act section 404 integration process established through the Statewide Program EIR/EIS process. The EIR/EIS will evaluate project alignment alternatives, and station and maintenance facility locations to support a determination of the Least Environmentally Damaging Practicable Alternative (LEDPA) by the U.S. Army Corps of Engineers.

Comments: FRA encourages broad participation in the EIS process and review of the resulting environmental documents. Comments are invited from all interested agencies and the public to ensure the full range of issues related to the proposed action and reasonable alternatives are addressed and all

significant issues are identified. In particular, FRA is interested in learning whether there are areas of environmental concern where there might be a potential for significant site-specific impacts from the Fresno-Bakersfield section of the HST system. Public agencies with jurisdiction are requested to advise FRA and the Authority of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed project. Public agencies are requested to advise FRA if they anticipate taking a major action in connection with the proposed project and if they wish to cooperate in the preparation of the Project EIR/EIS.

Public scoping meetings were held in March 2009 for the Merced to Bakersfield HST Project EIR/EIS and are an important component of the scoping process for the Fresno to Bakersfield HST Project EIR/EIS for both the State and Federal environmental review. FRA is seeking participation and input of all interested Federal, State, and local agencies, Native American groups, and other concerned private organizations or individuals on the scope of the EIR/EIS. Implementation of the Fresno to Bakersfield section of the HST System is a Federal undertaking with the potential to affect historic properties. As such, it is subject to the requirements of section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f). In accordance with regulations issued by the Advisory Council on Historic Preservation, 36 CFR part 800, FRA intends to coordinate compliance with section 106 of this Act with the preparation of the EIR/EIS, beginning with the identification of consulting parties in a manner consistent with the standards set out in 36 CFR 800.8.

Issued in Washington, DC, on September 25, 2009.

Mark E. Yachmetz,

Associate Administrator for Railroad Development, Federal Railroad Administration.

[FR Doc. E9-23749 Filed 9-30-09; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Environmental Impact Statement for the California High-Speed Train Project from Merced to Fresno, CA

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: The FRA issued a Notice of Intent on March 13, 2009 for the preparation of an Environmental Impact Statement (EIS) and Environmental Impact Report (EIR) with the California High-Speed Rail Authority (Authority) for the Merced to Bakersfield section of the Authority's proposed California High-Speed Train (HST) System in compliance with relevant state and federal laws, in particular the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). In that Notice, alternatives involving the alignments and stations located between Merced and Bakersfield were identified. This notice amends the project environmental process for the Merced to Bakersfield section and announces the preparation of two separate EIR/EISs.

FRA and the Authority have determined that the environmental effects of the HST System from Merced to Bakersfield are more appropriately assessed in two separate documents; one for Merced to Fresno and another for Fresno to Bakersfield. This Notice amends the environmental process started on March 13, 2009 to instead a Project EIR/EIS for the Merced to Fresno section of the HST System. The decision to complete two separate EIR/EISs was made because the project sections are of sufficient length, with logical termini allowing for an analysis of environmental matters on a broad scope to ensure that the project will function properly without requiring additional improvements elsewhere; and the assessment of HST alternatives in the Merced to Fresno section will not restrict consideration of alternatives for other transportation improvements.

In 2001, the Authority and FRA started a tiered environmental review process for the HST System and in 2005, completed the first tier California High Speed Train Program EIR/EIS (Statewide Program EIR/EIS) and approved the statewide HST System for intercity travel in California between the major metropolitan centers of Sacramento and the San Francisco Bay Area in the north, through the Central

Valley, to Los Angeles and San Diego in the south. The approved HST System would be about 800-miles long, with electric propulsion and steel-wheel-on-steel-rail trains capable of operating speeds of 220 miles per hour (mph) on a dedicated system of fully grade-separated, access-controlled steel tracks with state-of-the-art safety, signaling, communication, and automated train control systems. In approving the HST System, the Authority and FRA also selected corridors/general alignments and station location options throughout most of the system. The Statewide Program EIR/EIS generally selected the Burlington Northern Santa Fe Railroad (BNSF) corridor for the high-speed train route from Merced to Fresno with stations at Merced and in Fresno.

In 2008, the Authority and FRA completed a second program EIR/EIS to evaluate and select general alignments and station locations within the broad corridor between, and including, the Altamont Pass and the Pacheco Pass to connect the Bay Area and Central Valley portions of the HST System. The Authority and FRA selected the Pacheco Pass with San Francisco and San Jose termini network alternative, as well as preferred corridor alignments and station location options. The Union Pacific Railroad Company (UPRR) corridor was selected as the preferred alignment through the portion of the Central Valley from south of Stockton to north of Madera and the BNSF railroad corridor from Madera to Fresno was selected by the Statewide Program EIR/EIS.

The preparation of the Merced to Fresno HST Project EIR/EIS will involve the development of preliminary engineering designs and the assessment of potential environmental effects associated with the construction, operation, and maintenance of the HST System, including track, ancillary facilities and stations, along the preferred alternative corridors from Merced to Fresno. The Merced to Fresno HST Project also includes the connection from the San Jose to Merced HST Project.

DATES: FRA and the Authority invite the general public, other government agencies, and all other interested parties to comment on the amended scope and content of the Merced to Fresno HST Project EIR/EIS. FRA and the Authority are soliciting additional oral and written comments, suggestions, requests for information, and requests for public meetings no later than October 30, 2009. These comments will receive equal consideration as comments presented during the March 2009 scoping period

for the former Merced to Bakersfield HST Project EIR/EIS.

ADDRESSES: Written comments on the scope should be sent to Ms. Carrie Bowen, Regional Director, ATTN. Merced to Fresno, California High-Speed Rail Authority, 925 L Street, Suite 1425, Sacramento, CA 95814, or via e-mail with subject line "Merced to Fresno HST" to: comments@hsr.ca.gov. Comments may also be provided orally at the same address.

FOR FURTHER INFORMATION CONTACT: Mr. David Valenstein, Environmental Program Manager, Office of Railroad Development, Federal Railroad Administration, 1200 New Jersey Avenue, SE (Mail Stop 20), Washington, DC 20590 (telephone: 202-493-6368); or Ms. Carrie Bowen, Regional Director, ATTN. Merced to Fresno, California High-Speed Rail Authority, 925 L Street, Suite 1425, Sacramento, CA 95814 (telephone: 559-221-2636).

SUPPLEMENTARY INFORMATION: The Authority was established in 1996 and is authorized and directed by statute to undertake the planning and development of a proposed statewide HST network that is fully coordinated with other public transportation services. The Authority adopted a Final Business Plan in June 2000, which reviewed the economic feasibility of an 800-mile-long HST System capable of operating speeds in excess of 200 miles per hour on a dedicated, fully grade-separated state-of-the-art track. The Authority released an updated Business Plan in November 2008.

The FRA has responsibility for overseeing the safety of railroad operations, including the safety of any proposed high-speed ground transportation system. FRA is also authorized to provide Federal funding for intercity passenger rail capital investments including high-speed rail. For the proposed HST, it is anticipated that FRA would need to take certain regulatory actions prior to operation and may provide financial assistance for the project including grant funds.

In 2005, the Authority and FRA completed a Statewide Program EIR/EIS for the Proposed California High Speed Train System, as the first phase of a tiered environmental review process. The Authority certified the Program EIR under CEQA and approved the proposed HST System, and FRA issued a Record of Decision under NEPA for the Program EIS. This Statewide Program EIR/EIS established the purpose and need for the HST System, analyzed an HST System, and compared it with a No Project/No Action Alternative and a Modal Alternative. In

approving the Statewide Program EIR/EIS, the Authority and FRA selected the HST Alternative, selected certain corridors/general alignments and general station locations for further study, incorporated mitigation strategies and design practices, and specified further measures to guide the development of the HST System during the site-specific project level environmental review to avoid and minimize potential adverse environmental impacts. In the subsequent Bay Area to Central Valley HST Final Program EIR/EIS, the Authority and FRA selected the Pacheco Pass alternative, via Henry Miller Road, to connect the Bay Area to the Central Valley.

The Merced to Fresno HST Project EIR/EIS will tier from the Statewide Program EIR/EIS and the Bay Area to Central Valley HST Program EIR/EIS in accordance with Council on Environmental Quality (CEQ) regulations, (40 CFR 1508.28) and State CEQA Guidelines (14 California Code of Regulations 15168(b)). Tiering will ensure that the Merced to Fresno HST Project EIR/EIS builds upon all previous work prepared for and incorporated in the Statewide Program EIR/EIS and the Bay Area to Central Valley HST Program EIR/EIS.

The Merced to Fresno HST Project EIR/EIS will describe site-specific environmental impacts, identify specific mitigation measures to address those impacts and incorporate design features to avoid and minimize potential adverse environmental impacts. The FRA and the Authority will assess the site characteristics, size, nature, and timing of the proposed project to determine whether the impacts are potentially significant and whether impacts can be avoided or mitigated. This Project EIR/EIS will identify and evaluate reasonable and feasible site specific alignment alternatives, and evaluate the impacts of construction, operation, and maintenance of the HST System. Information and documents regarding this HST environmental review process will be made available through the Authority's Internet site: <http://www.cahighspeedrail.gov/>.

Purpose and Need: The purpose of the proposed HST System is to provide a new mode of high-speed intercity travel that would link major metropolitan areas of the state; interface with airports, mass transit, and highways; and provide added capacity to meet increases in intercity travel demand in California in a manner sensitive to and protective of California's unique natural resources. The need for a HST System is directly related to the expected growth in

population, and increases in intercity travel demand in California over the next twenty years and beyond. With the growth in travel demand, there will be an increase in travel delays arising from the growing congestion on California's highways and at airports. In addition, there will be negative effects on the economy, quality of life, and air quality in and around California's metropolitan areas from an increasingly congested transportation system that will become less reliable as travel demand increases. The intercity highway system, commercial airports, and conventional passenger rail serving the intercity travel market are currently operating at or near capacity, and will require large public investments for maintenance and expansion to meet existing demand and future growth. The proposed HST system is designed to address some of the social, economic and environmental problems associated with transportation congestion in California.

Alternatives: The Merced to Fresno HST Project EIR/EIS will consider a No Action or No Project Alternative and an HST Alternative for the Merced to Fresno section.

No Action Alternative: The No Action Alternative (No Project or No Build) represents the conditions in the corridor as it existed in 2009, and as it would exist based on programmed and funded improvements to the intercity transportation system and other reasonably foreseeable projects through 2035, taking into account the following sources of information: the State Transportation Improvement Program (STIP), Regional Transportation Plans (RTPs) for all modes of travel, airport plans, intercity passenger rail plans, and city and county plans.

HST Alternative: The Authority proposes to construct, operate and maintain an electric-powered steel-wheel-on-steel-rail HST System, about 800 miles long, capable of operating speeds of 220 mph on dedicated, fully grade-separated tracks, with state-of-the-art safety, signaling, and automated train control systems. As part of the Bay Area to Central Valley HST Program EIR/EIS, the Authority and FRA selected the UPRR railroad alignment through the portion of the Central Valley from north of Madera to south of Stockton as the preferred alternative. This Project EIR/EIS will also evaluate the BNSF railroad alignment in this part of the Central Valley because of the uncertainty of negotiating with the UPRR for some of their right-of-way and will continue investigation of alignments/linkages to a potential maintenance facility at Castle AFB.

The BNSF alignment from Madera to Fresno was selected with the Statewide Program EIR/EIS. As defined in the Statewide Program EIR/EIS, this alignment would utilize the UPRR corridor through the urban area of Fresno. The HST would operate in this area at speeds up to 220 mph on tracks separate from the existing BNSF and UPRR tracks. Engineering studies to be undertaken as part of this EIR/EIS process will examine and refine alignments in the BNSF and UPRR corridors. The entire alignment would be grade separated from existing roadways. In addition, alternative sites for right-of-way maintenance, train storage facilities, and a light or heavy maintenance and repair facility will be evaluated in the Merced to Fresno HST project area. The preferred station locations selected by the Authority and FRA through the Statewide Program EIR/EIS and the Bay Area to Central Valley HST Program EIR/EIS in Merced will be evaluated in the Merced to Fresno HST Project EIR/EIS. The station in Fresno will be analyzed in the EIR/EIS for the Fresno-Bakersfield section of the HST System. Alternative station sites at or near the selected station locations may be identified and evaluated.

Probable Effects: The purpose of the EIR/EIS process is to explore, in a public setting, the effects of the proposed project on the physical, human, and natural environment. The FRA and the Authority will continue the tiered evaluation of all significant environmental, social, and economic impacts of the construction and operation of the HST System. Impact areas to be addressed include transportation impacts; safety and security; land use and zoning; land acquisition, displacements, and relocations; agricultural land impacts; cumulative and secondary impacts; cultural resource impacts, including impacts on historical and archaeological resources and parklands/recreation areas; neighborhood compatibility and environmental justice; and natural resource impacts including air quality, wetlands, water resources, noise, vibration, energy, wildlife and ecosystems, including endangered species. Measures to avoid, minimize, and mitigate adverse impacts will be identified and evaluated.

The Merced to Fresno HST Project EIR/EIS will be prepared in accordance with FRA's Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999) and will address not only NEPA and CEQA but will also address, as necessary, other applicable statutes, regulations, and executive orders,

including the Clean Air Act, Section 404 of the Clean Water Act, Section 106 of the National Historic Preservation Act of 1966, Section 4(f) of the Department of Transportation Act, the Endangered Species Act, and Executive Order 12898 on Environmental Justice. This EIR/EIS process will also continue the NEPA/Clean Water Act Section 404 integration process established through the Statewide Program EIR/EIS process. The EIR/EIS will evaluate project alignment alternatives, and station and maintenance facility locations to support a determination of the Least Environmentally Damaging Practicable Alternative (LEDPA) by the U.S. Army Corps of Engineers.

Comments: FRA encourages broad participation in the EIS process and review of the resulting environmental documents. Comments are invited from all interested agencies and the public to ensure the full range of issues related to the proposed action and reasonable alternatives are addressed and all significant issues are identified. In particular, FRA is interested in learning whether there are areas of environmental concern where there might be a potential for significant site-specific impacts from the Merced-Fresno section of the HST system. Public agencies with jurisdiction are requested to advise FRA and the Authority of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed project. Public agencies are requested to advise FRA if they anticipate taking a major action in connection with the proposed project and if they wish to cooperate in the preparation of the Project EIR/EIS.

Public scoping meetings were held in March 2009 for the Merced to Bakersfield HST Project EIR/EIS and are an important component of the scoping process for the Merced to Fresno HST Project EIR/EIS for both the State and Federal environmental review. FRA is seeking participation and input of all interested federal, state, and local agencies, Native American groups, and other concerned private organizations or individuals on the scope of the EIR/EIS. Implementation of the Merced to Fresno section of the HST System is a federal undertaking with the potential to affect historic properties. As such, it is subject to the requirements of section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f). In accordance with regulations issued by the Advisory Council on Historic Preservation, 36 CFR part 800, FRA intends to coordinate

compliance with Section 106 of this Act with the preparation of the EIR/EIS, beginning with the identification of consulting parties in a manner consistent with the standards set out in 36 CFR 800.8.

Issued in Washington, DC, on September 25, 2009.

Mark E. Yachmetz,

Associate Administrator for Railroad Development, Federal Railroad Administration.

[FR Doc. E9-23728 Filed 9-30-09; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

FEDERAL RESERVE SYSTEM

FEDERAL DEPOSIT INSURANCE CORPORATION

Agency Information Collection Activities: Submission for OMB Review; Joint Comment Request

AGENCIES: Office of the Comptroller of the Currency (OCC), Treasury; Board of Governors of the Federal Reserve System (Board); and Federal Deposit Insurance Corporation (FDIC).

ACTION: Notice of information collection to be submitted to OMB for review and approval under the Paperwork Reduction Act of 1995.

SUMMARY: In accordance with the requirements of the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 35), the OCC, the Board, and the FDIC (collectively, the “agencies”) may not conduct or sponsor, and the respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number.

On June 25, 2009, the agencies, under the auspices of the Federal Financial Institutions Examination Council (FFIEC), published a notice in the **Federal Register** (74 FR 30358) requesting public comment for 60 days on the extension, without revision, of the Foreign Branch Report of Condition (FFIEC 030 and FFIEC 030S), which is a currently approved information collection for each agency. The comment period for this notice expired on August 24, 2009. No comments were received. The agencies are now submitting requests to OMB for approval of the extension, without revision, of the FFIEC 030 and FFIEC 030S.

DATES: Comments must be submitted on or before November 2, 2009.

ADDRESSES: Interested parties are invited to submit written comments to any or all of the agencies. All comments, which should refer to the OMB control number, will be shared among the agencies.

OCC: Communications Division, Office of the Comptroller of the Currency, Public Information Room, Mailstop 2-3, Attention: 1557-0099, 250 E Street, SW., Washington, DC 20219. In addition, comments may be sent by fax to 202-874-5274, or by electronic mail to regs.comments@occ.treas.gov. You may personally inspect and photocopy the comments at the OCC, 250 E Street, SW., Washington, DC 20219. For security reasons, the OCC requires that visitors make an appointment to inspect comments. You may do so by calling (202) 874-4700. Upon arrival, visitors will be required to present valid government-issued photo identification and submit to security screening in order to inspect and photocopy comments.

Board: You may submit comments, identified by FFIEC 030 or FFIEC 030S, by any of the following methods:

- **Agency Web Site:** <http://www.federalreserve.gov>. Follow the instructions for submitting comments on the <http://www.federalreserve.gov/generalinfo/foia/ProposedRegs.cfm>.
- **Federal eRulemaking Portal:** <http://www.regulations.gov>. Follow the instructions for submitting comments.

- **E-mail:** regs.comments@federalreserve.gov. Include the OMB control number in the subject line of the message.

- **Fax:** 202-452-3819 or 202-452-3102.

- **Mail:** Jennifer J. Johnson, Secretary, Board of Governors of the Federal Reserve System, 20th Street and Constitution Avenue, NW., Washington, DC 20551.

All public comments are available from the Board's Web site at <http://www.federalreserve.gov/generalinfo/foia/ProposedRegs.cfm> as submitted, unless modified for technical reasons. Accordingly, your comments will not be edited to remove any identifying or contact information. Public comments may also be viewed electronically or in paper in Room MP-500 of the Board's Martin Building (20th and C Streets, NW.) between 9 a.m. and 5 p.m. on weekdays.

FDIC: You may submit comments, which should refer to “Foreign Branch Report of Condition, 3064-0011,” by any of the following methods:

- **Agency Web Site:** <http://www.FDIC.gov/regulations/laws/federal/notices.html>.

- **E-mail:** comments@FDIC.gov.

Include “Foreign Branch Report of Condition, 3064-0011” in the subject line of the message.

- **Mail:** Gary Kuiper (202-898-3877), Counsel, Attn: Comments, Room F-1072, Federal Deposit Insurance Corporation, 550 17th Street, NW., Washington, DC 20429.

- **Hand Delivery:** Comments may be hand delivered to the guard station at the rear of the 550 17th Street Building (located on F Street) on business days between 7 a.m. and 5 p.m.

Public Inspection: All comments received will be posted without change to <http://www.fdic.gov/regulations/laws/federal/notices/html> including any personal information provided. Comments may be inspected at the FDIC Public Information Center, Room E-1002, 3502 North Fairfax Drive, Arlington, VA 22226, between 9 a.m. and 5 p.m. on business days.

Additionally, commenters may send a copy of their comments to the OMB desk officer for the agencies by mail to the Office of Information and Regulatory Affairs, U.S. Office of Management and Budget, New Executive Office Building, Room 10235, 725 17th Street, NW., Washington, DC 20503 or by fax to 202-395-6974.

FOR FURTHER INFORMATION CONTACT: For further information or a copy of the collection, please contact any of the agency clearance officers whose names appear below.

OCC: Mary H. Gottlieb, OCC Clearance Officer, 202-874-5090, Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, 250 E Street, SW., Washington, DC 20219.

Board: Michelle Shore, Federal Reserve Board Clearance Officer, 202-452-3829, Division of Research and Statistics, Board of Governors of the Federal Reserve System, 20th and C Streets, NW., Washington, DC 20551. Telecommunications Device for the Deaf (TDD) users may call 202-263-4869.

FDIC: Gary Kuiper, Counsel, 202-898-3877, Legal Division, Federal Deposit Insurance Corporation, 550 17th Street, NW., Washington, DC 20429.

SUPPLEMENTARY INFORMATION:

Proposal To Request Approval From OMB of the Extension for Three Years, Without Revision, of the Following Currently Approved Collection of Information

Report Title: Foreign Branch Report of Condition.

APPENDIX C

Scoping Meeting Announcements

Information Brochure
(size reduced)

COME PARTICIPATE IN THE MERCED TO BAKERSFIELD HIGH-SPEED TRAIN PROJECT!

The California High Speed Rail Authority will host public scoping meetings along the project section to provide the public with an opportunity to learn about the project, ask questions and provide feedback about what project alternatives and environmental issues should be evaluated in the EIR/EIS. Please join us for one of the following Open House sessions.

Wednesday, March 18, 2009

3:00 – 7:00 p.m.

Merced Community Senior Center
755 W. 15th St
Merced, CA

Thursday, March 19, 2009

3:00 – 7:00 p.m.

Madera County Fairgrounds
Home Arts Building
1850 West Cleveland Ave.
Madera, CA

Tuesday, March 24, 2009

3:00 – 7:00 p.m.

Visalia Convention Center
303 E Acequia Avenue
Visalia, CA

Wednesday, March 25, 2009

3:00 – 7:00 p.m.

Fresno Convention Center (Exhibit Hall)
848 M Street
Fresno, CA

Thursday, March 26, 2009

3:00 – 7:00 p.m.

Rabobank Theater (Lobby)
1001 Truxtun Ave.
Bakersfield, CA

COMMENTS

Public scoping comments regarding the Merced-to-Bakersfield HST project will be accepted until Friday, April 10, 2009. Please send comments to Ms. Carrie Pourvahidi, Deputy Director, Merced-to-Bakersfield, California High Speed Rail Authority, 925 L Street, Suite 1425, Sacramento, CA 95814. Comments can also be submitted via email to comments@hsr.ca.gov with the subject line "Merced-to-Bakersfield HST."

CALIFORNIA HIGH SPEED TRAIN PROJECT WILL:

- Be built on dedicated right-of-way, safely separated from cars and trucks, pedestrians and other rail traffic
- Use only a fraction of the energy of automobiles and airplanes
- Help free California from dependence on fossil fuels and reduce greenhouse gases that cause global warming.
- Reduce traffic – the statewide system will remove over 50 million auto trips per year
- Enhance the economy – as many as 450,000 jobs will be created, including jobs at the maintenance facility to be located in the Central Valley
- Improve the environment – the energy efficient, high-speed trains will provide a transportation alternative that will help reduce air pollution.
- Provide better connections – provides a safer, time and cost efficient alternative to automobiles and will help relieve overcrowding at major airports

For more information visit www.cahighspeedrail.ca.gov



WHAT IS THE HIGH-SPEED TRAIN?

The California High-Speed Rail Authority (CHSRA) is proposing high-speed train service for travel between Los Angeles and San Diego in the south to the San Francisco Bay Area and Sacramento in the north. This fast, safe, reliable system will travel at speeds in excess of 200 miles per hour and is forecast to carry up to 100 million passengers annually for the entire 800-mile high-speed train network by the year 2030.

MERCED TO BAKERSFIELD HIGH-SPEED TRAIN PROJECT

The Merced-to-Bakersfield section of the High-Speed Train (HST) system includes the area north of the City of Merced south to the City of Bakersfield. Proposed route alternatives generally follow the Burlington Northern Santa Fe (BNSF) or the Union Pacific (UP) railroads throughout the section. HST stations are proposed in Merced, Fresno and Bakersfield. A potential station in the Visalia/Hanford/Tulare area will be evaluated. A heavy maintenance and repair facility will be evaluated in the Merced to Bakersfield HST project area.

(See detailed map inside.)



CALIFORNIA HIGH-SPEED TRAIN SYSTEM



ENVIRONMENTAL PROCESS

California High-Speed Rail Authority (CHSRA) and the Federal Railroad Administration (FRA) initiated the project-level environmental review process for the high-speed train project between Merced and Bakersfield.

In accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), the Authority has issued a Notice of Preparation (NOP), and the FRA published a Notice of Intent (NOI) for the preparation of a Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS). As part of the initial phase of the environmental process, public scoping meetings will be hosted to receive public comment on the alternatives and issues that should be examined as part of the environmental analysis. Your comments will be considered in the preparation of the environmental document and will become part of the public record.



WHAT IS SCOPING?

Scoping is the first opportunity to become involved in the Merced-to-Bakersfield HST project-level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). During the scoping process the public, as well as city, county, state, and federal agencies have an opportunity to provide comments on project alternatives and environmental impacts to be evaluated in the EIR/EIS. The purpose of the scoping process is to:

- identify public and agency concerns early in the environmental process
- receive input on alternatives and issues that will be examined in the Draft EIR
- save time in the overall process and facilitate an efficient EIR/EIS preparation process

IMPLEMENTATION AND CONSTRUCTION TIMELINE



Newspaper Display Advertisement

Interested in the California High-Speed Train System?

Attend public scoping meetings to start the environmental review of the Merced to Bakersfield Section of the proposed California High-Speed Train system.

Merced

March 18
3:00 – 7:00 p.m.
Merced Community
Senior Center
755 W. 15th Street
*(joint scoping meeting with the
San Jose to Merced Section*)*

Madera

March 19
3:00 – 7:00 p.m.
Madera County
Fairgrounds
Home Arts Building
1850 W. Cleveland Ave.

Visalia

March 24
3:00 – 7:00 p.m.
Visalia Convention
Center
303 E. Acequia
Avenue

Fresno

March 25
3:00 – 7:00 p.m.
Fresno Convention
Center
Exhibit Hall
848 M Street

Bakersfield

March 26
3:00 – 7:00 p.m.
Rabobank Theater
1001 Truxtun
Avenue

Drop by any time during meeting hours to get information and give input on the scope of the environmental study. Comments accepted via mail to Ms. Carrie Pourvahidi, Deputy Director, ATTN. Merced to Bakersfield, California High-Speed Rail Authority, 925 L Street, Suite 1425, Sacramento, CA 95814, or via e-mail with subject line "Merced to Bakersfield HST" to comments@hsr.ca.gov.

For more information: www.cahighspeedrail.ca.gov or (916) 567-8072.

** For San Jose to Merced Section comments, please mail or e-mail as noted above with subject line "San Jose to Merced HST"*

**THE DEADLINE FOR PROVIDING SCOPING COMMENTS IS
FRIDAY, APRIL 10, 2009.**



CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY



U.S. Department
of Transportation
**Federal Railroad
Administration**

Postcard Mailer

MERCED TO BAKERSFIELD HIGH-SPEED TRAIN PROJECT
Project Level Environmental Impact
Report/Statement Scoping Meetings

Open House sessions will be from 3 to 7 p.m.

Merced

March 18, 2009
Merced Community Senior Center, 755 W. 15th Street

Madera

March 19, 2009
Madera County Fairgrounds, 1850 West Cleveland Avenue

Visalia

March 24, 2009
Visalia Convention Center 303 E. Acequia Avenue

Fresno

March 25, 2009
Fresno Convention Center (Exhibit Hall), 848 M Street

Bakersfield

March 26, 2009
Rabobank Theater, 1001 Truxtun Avenue



CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY

925 L Street, Suite 1425
Sacramento, CA 95814
(916) 324-1541

PRESORTED
FIRST CLASS MAIL
U.S. POSTAGE
PAID
SAN FRANCISCO CA
PERMIT NO. 925

**MERCED TO BAKERSFIELD
HIGH-SPEED TRAIN PROJECT
PROJECT LEVEL EIR/EIS SCOPING MEETINGS**

The California High-Speed Rail Authority (Authority), as the lead agency for the California Environmental Quality Act process, is issuing a Notice of Preparation of a Project Level Environmental Impact Report/Statement (EIR/EIS) for the Merced to Bakersfield section of the proposed High-Speed Train System. The Federal Railroad Administration, as the lead Federal Agency, is publishing a Notice of Intent (NOI) in the Federal Register for the project.

To ensure that the issues most important to residents, public agencies and other involved parties are addressed, the Authority is inviting you to participate in scoping meetings to collect public input. The Notice of Preparation, meeting dates and locations are available at www.cahighspeedrail.ca.gov. You can also provide comments at the Authority's website or by writing to the address on the back of this mailer.



Para solicitar este aviso en Español,
llame (Autoridad): 916-324-1541

如需索取本通知中文版,
請電詢加州高速鐵路局:
916-324-1541

www.cahighspeedrail.ca.gov



U.S. Department
of Transportation
**Federal Railroad
Administration**



E-mail Notice

MERCED TO BAKERSFIELD HIGH-SPEED TRAIN PROJECT PROJECT LEVEL EIR/EIS SCOPING MEETINGS

The California High-Speed Rail Authority (Authority), as the lead agency for the California Environmental Quality Act process, is issuing a Notice of Preparation of a Project Level Environmental Impact Report/Statement (EIR/EIS) for the Merced to Bakersfield section of the proposed High-Speed Train System. The Federal Railroad Administration, as the lead Federal Agency, is publishing a Notice of Intent (NOI) in the Federal Register for the project.

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Open House sessions will be from 3 to 7 p.m.

Merced

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March 25, 2009

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Bakersfield

March 26, 2009

Rabobank Theater, 1001 Truxtun Avenue



CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY
925 L Street, Suite 1425
Sacramento, CA 95814
(916) 324-1541



U.S. Department
of Transportation
Federal Railroad
Administration



www.cahighspeedrail.ca.gov

www.cahighspeedrail.ca.gov

Para solicitar este aviso en Español,
llame (Autoridad): 916-324-1541

APPENDIX D

Public Scoping Notice Distribution List

Merced to Bakersfield Scoping Agency Mailing List

TYPE	ORGANIZATION	TITLE	NAME	ADDRESS	CITY	STATE	ZIP
Elected	12th CA Senate District	Senator	Jeff Denham	1640 N Street, Ste. 210	Merced	CA	95340
Elected	12th CA Senate District	Senator	Jeff Denham	State Capitol, Room 3076	Sacramento	CA	95814
Elected	14th CA Senate District	Senator	Dave Cogdill	4974 E. Clinton, #100	Fresno	CA	93727
Elected	14th CA Senate District	Senator	Dave Cogdill	State Capitol, Room 305	Sacramento	CA	95814
Elected	17th CA Assembly District	Assemblymember	Kathleen Galgiani	806 West 18th Street	Merced	CA	95340
Elected	17th CA Assembly District	Assemblymember	Kathleen Galgiani	State Capitol, P.O. Box 942849	Sacramento	CA	94249
Elected	18th U.S. Congressional District	Representative	Dennis Cardoza	Merced County Administration Bldg., 2222 M Street, Suite 305	Merced	CA	95340
Elected	18th U.S. Congressional District	Representative	Dennis Cardoza	435 Cannon Building	Washington	DC	20515
Elected	19th U.S. Congressional District	Representative	George Radanovich	1040 E. Herndon, Suite 201	Fresno	CA	93720
Elected	19th U.S. Congressional District	Representative	George Radanovich	2410 Rayburn House Office Building	Washington	DC	20515
Elected	25th CA Assembly District	Assemblyman	Tom Berryhill	1912 Standford Ave. Suite 4	Modesto	CA	95350
Elected	25th CA Assembly District	Assemblyman	Tom Berryhill	State Capitol Room 4116	Sacramento	CA	95814
Elected	29th CA Assembly District	Assemblyman	Mike Villines	6245 N. Fresno Street, #106	Fresno	CA	93710
Elected	29th CA Assembly District	Assemblyman	Mike Villines	State Capitol Room 3104	Sacramento	CA	95814
electd	City of Atwater	Council Member	Gary Frago	750 Bellevue Road	Atwater	CA	95301
electd	City of Atwater	Mayor	Joan Faul	750 Bellevue Road	Atwater	CA	95821
electd	City of Atwater	Council Member	Joe Rivero	750 Bellevue Road	Atwater	CA	93602
electd	City of Atwater	Council Member	Nelson Crabb	750 Bellevue Road	Atwater	CA	95301
electd	City of Bakersfield, Amtrak Mayors Advisory Council	Mayor	Harvey Hall	1501 Truxton Ave.	Bakersfield	CA	95301
electd	City of Chowchilla	Council Member	Jerry T. Belton	130 S. Second Street, Civic Center Plaza	Chowchilla	CA	95301
electd	City of Chowchilla	Council Member	Jim Kopshever	130 S. Second Street, Civic Center Plaza	Chowchilla	CA	93301
electd	City of Chowchilla	Council Member	John Chavez	130 S. Second Street, Civic Center Plaza	Chowchilla	CA	93610
electd	City of Chowchilla	Mayor Pro Tem	Justin White	130 S. Second Street, Civic Center Plaza	Chowchilla	CA	93610
electd	City of Chowchilla	Mayor	Ronald Harris	130 S. Second Street, Civic Center Plaza	Chowchilla	CA	93610
electd	City of Madera	Mayor Pro Tem	Gary L. Svanda	205 West Fourth Street	Madera	CA	93610
electd	City of Madera	Council Member	Robert L. Poythress	205 West Fourth Street	Madera	CA	93610
electd	City of Madera	Council Member	Sally J. Bomprezzi	205 West Fourth Street	Madera	CA	93637
electd	City of Madera	Mayor	Sam Armentrout	205 West Fourth Street	Madera	CA	93637
electd	City of Madera	Council Member	Steven A. Mindt	205 West Fourth Street	Madera	CA	93637
electd	City of Merced	Council Member	Bill Spriggs	678 West 18th Street	Merced	CA	93637
electd	City of Merced	Mayor	Ellie Wooten	678 West 18th Street	Merced	CA	93637
electd	City of Merced	Council Member	Jim Sanders	678 West 18th Street	Merced	CA	95340
electd	City of Merced	Council Member	Joe Cortez	678 West 18th Street	Merced	CA	95340
electd	City of Merced	Mayor Pro Tempore	John Carlisle	678 West 18th Street	Merced	CA	95340
electd	City of Merced	Council Member	Michele Gabrialut-Acosta	678 West 18th Street	Merced	CA	95340
electd	City of Merced	Council Member	Noah Lor	678 West 18th Street	Merced	CA	95340
electd	Congressman Jim Costa		Nicole Villaruz	nicole.villaruz@mail.house.gov	CA	95340	
electd	Councilman, City of Tehachapi		Stan Beckham	stan@stanbeckham.com	CA	95340	
electd	Fresno County Board of Supervisors		Judith Case	dbeija@co.fresno.ca.us			
electd	Fresno County Board of Supervisors		Sue Garabedian	suegarabedian@co.fresno.ca.us			
electd	Madera County Supervisor, District 1	Supervisor	Frank Bigelow	209 West Yosemite	Madera		
electd	Madera County Supervisor, District 2	Supervisor	Vern Moss	209 West Yosemite	Madera		
electd	Madera County Supervisor, District 3	Supervisor	Ronn Dominic	209 West Yosemite	Madera	CA	93637
electd	Madera County Supervisor, District 4	Supervisor	Max Rodriguez	209 West Yosemite	Madera	CA	93637
electd	Madera County Supervisor, District 5	Supervisor	Tom Wheeler	209 West Yosemite	Madera	CA	95814
electd	Merced County Supervisor District 1	Supervisor	John Pedrozo	2222 M Street	Merced		
electd	Merced County Supervisor District 2	Supervisor	Kathleen M. Crookham	2222 M Street	Merced	CA	95814
electd	Merced County Supervisor District 3	Supervisor	Mike Nelson	2222 M Street	Merced	CA	95814
electd	Merced County Supervisor District 4	Supervisor	Deidre Kelsey	2222 M Street	Merced	CA	95814
electd	Merced County Supervisor District 5	Supervisor	Jerry O'Banion	2222 M Street	Merced	CA	95814
electd	U.S. Senate	Senator	Barbara Boxer	2500 Tulare Street, Suite 5290	Fresno	CA	93728
Electd	U.S. Senate	Senator	Barbara Boxer	112 Hart Senate Office Building	Washington	CA	94236
Electd	U.S. Senate	Senator	Diane Feinstein	2500 Tulare Street, Suite 4230	Fresno	CA	95814
Electd	U.S. Senate	Senator	Diane Feinstein	331 Hart Senate Office Building	Washington	CA	95812
electd	U.S. Senator Diane Feinstein	Senator	Shelly Abajian	shelly_abajian@feinstein.senate.gov	Washington	CA	95814
federal	Advisory Council on Historic Preservation (ACHP)	Executive Director	John Fowler	1100 Pennsylvania Avenue, North West Suite 809, Old Post Office Building	Washington	CA	95812
federal	Bureau of Indian Affairs (BIA)	Regional Director		2800 Cottage Way	Sacramento		
federal	Bureau of Land Management	State Director	Mike Pool	2800 Cottage Way, Suite W-1834	Sacramento	CA	94109
federal	Federal Aviation Administration (FAA)	Manager, Planning and Programming	Nancy Ratcliff	15000 Aviation Boulevard	Lawndale		
federal	Federal Emergency Management Agency (FEMA), Region 9	Regional Administrator	Nancy Ward	1111 Broadway Street, Suite 1200	Oakland	CA	94109
federal	Federal Highway Administration (FHWA)	Division Administrator	Gene Fong	650 Capitol Mall, Room 4-100	Sacramento	CA	95825
federal	Federal Highway Administration (FHWA)	Environmental Coordinator		650 Capitol Mall, Room 4-100	Sacramento	CA	95825
federal	Federal Highway Administration (FHWA)	Environmental Coordinator		650 Capitol Mall, Room 4-100	Sacramento	CA	95821
federal	Federal Railroad Administration (FRA)	Acting Administrator	Cliff Eby	1120 Vermont Avenue, NW	Washington	CA	95814
federal	Federal Transit Administration	Regional Administrator	Leslie T. Rogers	201 Mission Street, Suite 2210	San Francisco		
federal	Federal Transit Administration		Paul Page	paul.page@dot.gov			
federal	Federal Transit Administration	Director of Office of Planning and Program Development	Ray Sukys	201 Mission Street, Suite 2210	San Francisco	CA	95814
federal	Federal Transit Administration	Director of Office of Planning and Program Development		400 7th St., SW	Washington		
federal	National Oceanic and Atmospheric Administration NOAA Fisheries		Jeff Stuart	650 Capitol Mall, Suite 8-300	Sacramento	CA	95110
federal	National Oceanic and Atmospheric Administration NOAA Fisheries	Assistant Regional Administrator for Habitat Conservation	Robert Hoffman	501 West Ocean Blvd	Long Beach	CA	95354
federal	Regulatory Branch, U.S. Department of Army Corps of Engineers, San Francisco District	Chief		333 Market St.	San Francisco		
federal	Regulatory Branch, U.S. Department of Army Corps of Engineers, Sacramento District	Project Manager	Ramon Aberasturi	1325 J St. Room 1480	Sacramento	CA	93706
federal	U.S. Coast Guard (USCG)	Chief of Staff	Captain Douglas Wisniewski	Commander Pcp Bldg. 42 - Coast Guard Island	Alameda	CA	95814
federal	U.S. Coast Guard (USCG)	Chief of Staff	Douglas Wisniewski	Commander Pcp Bldg. 42 - Coast Guard Island	Alameda	CA	94105
federal	U.S. Coast Guard (USCG) Eleventh Coast Guard District		Dave Sulouff	Building 50-2	Alameda	CA	95815
federal	U.S. Coast Guard (USCG) Eleventh Coast Guard District		Dave Sulouff	Building 50-2	Alameda	CA	95814
federal	U.S. Department of Agricultural - National Resources Conservation Service	State Conservationist	Lincoln Burton	430 G Street #4164	Davis	CA	95814
federal	U.S. Department of Agriculture, Farm Service Agency	State Executive Director	John Smythe	430 G Street	Davis	CA	93710
federal	U.S. Department of the Interior	Director		1849 C Street, NW	Washington	CA	93710
federal	U.S. Environmental Protection Agency, Office of Federal Activities, EIS Filing Section			Mail Code 2252-A, Room 7241, Ariel Rios Building, 1200 Pennsylvania Ave., NW	Washington	CA	94252
federal	U.S. Environmental Protection Agency, Region 9	NEPA Reviewer	Nova Blazej	75 Hawthorne Street	San Francisco	CA	94296
federal	U.S. Environmental Protection Agency, Region 9	Regional Administrator	Wayne Nastri	75 Hawthorne Street	San Francisco	CA	95812
federal	U.S. Fish and Wildlife Services	Regional Director	Ren Lohofener	Federal Building 2800 Cottage Way, Room W-2605	Sacramento	CA	95812
federal	U.S. Fish and Wildlife Services		Ryan Olaf	Federal Building 2800 Cottage Way, Room W-2605	Sacramento	CA	95814
federal	U.S. Fish and Wildlife Services	Fish and Wildlife Biologist		Federal Building 2800 Cottage Way, Room W-2605	Sacramento	CA	93728
federal	U.S. Forest Service		Mike Chapel	650 Capitol Mall, Room 8-200	Sacramento	CA	95201
federal	U.S. Forest Service Pacific Southwest Region	Regional Forester Representative		1323 Club Drive	Vallejo	CA	95901
federal	U.S. Forest Service Pacific Southwest Region	Regional Administrator		1323 Club Drive	Vallejo	CA	94623
federal	U.S. National Park Service	Environmental Coordinator	Alan Schmierer	One Jackson Center, 1111 Jackson Street, Suite 700	Oakland	CA	93401
federal	U.S. National Park Service	Regional Director	Jonathan Jarvis	One Jackson Center, 1111 Jackson Street, Suite 700	Oakland	CA	93728
local	Central Valley Regional Water Quality Control Board, Fresno	Environmental Scientist	Debbie Bates	1685 E Street	Fresno		
local	Chowchilla Water District	Executive Director		PO Box 905	Chowchilla		
local	City of Atwater	City Clerk	Jeanna Del Real	750 Bellevue Road	Atwater		
local	City of Bakersfield Public Works		Ralph Braboy	rbraboy@bakersfieldcity.us			
local	City of Chowchilla	City Administrator	Nancy Red	130 S. Second Street, Civic Center Plaza	Chowchilla		
local	City of Chowchilla	City Clerk		145 W. Robertson Blvd.	Chowchilla		
local	City of Chowchilla Community Development	Senior Planner	Leona James	130 S. Second Street, Civic Center Plaza	Chowchilla		
local	City of Corcoran		Ron Hoggard	rhoggard@co.kings.ca.us			
local	City of Fowler		David Weissner	dweissner@ci.fowler.ca.us			
local	City of Fowler		Rico Aguayo				
local	City of Fresno		Keith Berghold	keith.berghold@fresno.gov			
local	City of Hanford		Lou Camara	lcamara@ci.hanford.ca.us		CA	95821
local	City of Livingston	City Manager	Gary Petty	1416 C Street	Livingston	CA	93637
local	City of Los Banos	City Manager	Steve Rath	520 J St.	Los Banos	CA	93637
local	City of Madera	City Clerk	Sonia Alvarez	205 West Fourth Street	Madera	CA	93637
local	City of Madera Planning	Director	Dave Randall	205 West Fourth Street	Madera	CA	96311
local	City of Merced	Planning	Jack Lesch	678 West 18th Street	Merced	CA	93611
local	City of Merced	City Clerk	James Marshall	678 West 18th Street	Merced	CA	93610
local	City of Merced	City Manager	John Bramble	678 West 18th Street	Merced	CA	93720
local	City of Merced	Engineer	Steve Stroud	678 West 18th Street	Merced	CA	95340
local	City of Merced	Assistant City Manager	William Cahill	678 W. 18th Street	Merced	CA	93644
local	City of Modesto	City Manager	Greg Nyhoff	1010 10th Street	Modesto	CA	95340
local	City of Porterville		Ben Kimball	bkimball@ci.porterville.ca.us		CA	95301
local	City of Shafter		Jake Sweeny	jsweeny@shafter.com		CA	95340
local	City of Tehachapi		David James	djames@tehachapicityhall.com		CA	95340

Merced to Bakersfield Scoping Agency Mailing List

TYPE	ORGANIZATION	TITLE	NAME	ADDRESS	CITY	STATE	ZIP
local	City of Tehachapi		Greg Garrett	garrett@tehachapicityhall.com		CA	95340
local	City of Tulare		Bonnie Simoes	bsimoes@ci.tulare.ca.us		CA	93721
local	City of Tulare		Barrel Pyle	dpyle@ci.tulare.ca.us		DC	20515
local	City of Tulare		Mark Kiehy	mkielhy@ci.tulare.ca.us		CA	93721
local	City of Visalia		Maria Cifuentez	mcifuentez@ci.visalia.ca.us		DC	20515
local	City of Visalia		Mary Sharp	msharp@ci.visalia.ca.us			
local	City of Visalia		Mike Olmos	molmos@ci.visalia.ca.us		D.C.	20004
local	Community Development Director, City of Wasco		John Heiser	jheiser@ci.wasco.ca.us		CA	95825
local	Council of Fresno County Governments	Executive Director	Tony Boren	2035 Tulare St, Suite 201	Fresno	CA	95825
local	Council of San Benito Governments	Board of Directors Chairperson	Brad Pike	330 Tres Pinos Rd, Suite C7	Hollister	CA	90261
local	Fresno COG		Clark Thompson	clarkt@fresnocog.org		CA	94607
local	Fresno County Department of Public Works and Planning		Stan Nakagawa	snakagawa@co.fresno.ca.us		CA	95814
local	Fresno Metropolitan Flood Control District		Debbie Campbell	debbiec@fresnofloodcontrol.org		CA	95814
local	Kern COG		Troy Hightower	thightower@kerncog.org		CA	95814
local	Kern County Air Pollution Control District	Board of Directors Chairperson	Dave Price	2700 M Street, Ste. 302	Bakersfield	D.C.	20590
local	Kern County RMA			dave@kern.co.ca.us		CA	95334
local	Kings County Association of Governments	Transportation Policy Committee Chairperson		King County Government Center, 339 W. "D" Street, Suite B	Hanford	CA	93635
local	Madera City Police Department	Police Chief		203 W. 4th Avenue	Madera		
local	Madera County	RMA Director	Ray Beach	2037 W. Cleveland Avenue	Madera	CA	94105
local	Madera County	County Clerk		209 W. Yosemite Avenue	Madera	D.C.	20590
local	Madera County Community Action Agency	Executive Director		1200 W. Maple Street	Madera	CA	94105
local	Madera County Environmental Health	Executive Director		216 W. 6th Street	Madera	CA	93637
local	Madera County Office of Education		Sally Frazier	28123 Avenue 14	Madera	CA	98082
local	Madera County Planning	Director	Jerald James	2037 W. Cleveland Avenue	Madera	CA	95814
local	Madera County Sheriff		John Anderson	14143 Road 28	Madera	CA	94105
local	Madera County Transportation Commission	Executive Director	Patricia Taylor-Mayley	1816 Howard Rd., Ste. 8	Madera	CA	95814
local	Madera Parks and Community Services	Executive Director		1030 M Street	Madera	CA	95340
local	Mariposa County	Chief Administrative Officer	Rick Benson	P.O. Box 784	Mariposa	CA	95340
local	Merced County	Director of Aviation and Business Development	Mark Hendrickson	2507 Heritage Drive	Atwater	CA	95340
local	Merced County	Assistant Development Services Director	William Nicholson	2222 M Street	Merced	CA	94501
local	Merced County Association of Governments	Chairperson	Joe Oliveira	369 West 18th Street	Merced	CA	94501
local	Merced County Association of Governments	Executive Director	Jesse Brown	369 W. 18th Street	Merced	CA	94501
local	Merced County Division of Environmental Health	Director	Jeff Palsgaard	777 W. 22nd Street	Merced	CA	94501
local	Merced County Farm Bureau	President	Lloyd Erland	PO Box 1232	Merced	CA	95616
local	Merced County Farm Bureau		Nancy Slater	646 South Highway 59	Merced	CA	95340
local	Merced County Office of Education	Superintendent of Schools	Ronald Tiffe	632 W. 13th Street	Merced	CA	95616
local	Merced County Planning Commission	Chairman	Steve Sloan	2222 M Street	Merced	D.C.	20240
local	Merced County Sheriff's Department	Sheriff	Tom Sawyer	700 W. 22nd Street	Merced	CA	95340
local	Merced County, Department of Public Works	Director	Paul Fillebrown	715 Martin Luther King Jr. Way	Merced	CA	95340
local	Merced Irrigation District	President	Jack Hooper	720 West 20th Street	Merced	CA	95023
local	Merced Irrigation District	CEO	Ross Rogers	720 West 20th Street	Merced	CA	95356
local	Redevelopment Agency of the City of Fresno		John Raymond	john_raymond@fresno.gov			
local	Redevelopment Agency of the City of Fresno		Lupe Perez	lupe.perez@fresno.gov		CA	93277
local	Sacramento Area Council of Governments	Board of Directors Chairperson	Tom Cosgrove	1415 L Street, Suite 300	Sacramento	CA	95670
local	Sacramento Metropolitan Air Quality Management District	Executive Director	Larry Greene	777 12th Street, Third Floor	Sacramento		
local	Sacramento Transportation Authority	Executive Director	Brian Williams	431 I Street, Suite 106	Sacramento		
local	Sacramento Transportation Authority			901 F. Street #110	Sacramento	CA	93301
local	San Benito County	County Administrative Officer	Susan Thompson	481 4th Street	Hollister	CA	95340
local	San Joaquin Valley Air Pollution Control District	Governing Board Chairperson	Leroy Ornellas	4800 Enterprise Way	Modesto	CA	95814
local	Santa Clara County	Acting County Executive	Gary Graves	70 West Hedding Street, 11th Floor	San Jose	CA	95137
local	Stanislaus Council of Governments	Executive Director	Vince Harris	900 H Street, Suite D	Modesto	CA	95206
local	Stanislaus County	Chief Executive Officer	Richard W. Robinson	1010 10th Street, Suite 6800	Modesto		
local	Tulare County		Debbie Vaughn	dvaughn@co.tulare.ca.us		CA	95354
local	Tulare County Association of Governments	Governing Board Chairperson	Mike Ennis	5961 South Mooney Boulevard	Visalia	CA	93277
local	Tulare County RDA		Scott Cochran	scotchran@co.tulare.ca.us		CA	95812
regional	Central Valley Regional Water Quality Control Board, Fresno Office	Environmental Scientist		1685 E Street	Fresno	DC	20460
regional	Central Valley Regional Water Quality Control Board, Sacramento Office	Executive Officer		11020 Sun Center Drive #200	Rancho Cordova	CA	94105
regional	Council of Fresno County Governments	Executive Director		2035 Tulare St, Suite 201	Fresno	CA	94105
regional	Council of San Benito Governments	Board of Directors Chairperson		330 Tres Pinos Rd, Suite C7	Hollister	CA	95825
regional	Golden Empire Transit District		Emery Rendes	erendes@getbus.org		CA	95825
regional	Golden Empire Transit District		Howard Silver	hsilver@getbus.org		CA	95825
regional	Golden Empire Transit District		Karen King	kking@getbus.org		CA	95814
regional	Kern County Air Pollution Control District	Board of Directors Chairperson		2700 M Street, Ste. 302	Bakersfield	CA	94592
regional	Kings County Association of Governments	Transportation Policy Committee Chairperson		King County Government Center, 339 W. "D" Street, Suite B	Hanford	CA	94592
regional	Merced County Association of Governments			369 West 18th Street	Merced	CA	94607
regional	Nor Recreation and Park District		Colon Bywater	cbwater@norreccreation.org		CA	95354
regional	Sacramento Area Council of Governments	Board of Directors Chairperson		640 Fifth Street	Lincoln	CA	93271
regional	Sacramento Area Council of Governments	Board of Directors Chairperson		1415 L Street, Suite 300	Sacramento	CA	95023
regional	Sacramento Metropolitan Air Quality Management District	Executive Director		777 12th Street, Third Floor	Sacramento		
regional	Sacramento Transportation Authority	Executive Director		431 I Street, Suite 106	Sacramento	CA	93230
regional	San Joaquin Council of Governments	Executive Director		555 E. Weber Ave.	Stockton		
regional	San Joaquin Regional Rail Commission	Chairperson		1001 West Center Street	Manteca	CA	95648
regional	San Joaquin Regional Rail Commission	Chairperson		5000 South Airport Way	Stockton	CA	95814
regional	San Joaquin Valley Air Pollution Control District		Ross Badertscher	rossbadertscher@valleivair.org		CA	95814
regional	San Joaquin Valley Air Pollution Control District	Governing Board Chairperson		4800 Enterprise Way	Modesto	CA	95202
regional	Stanislaus Council of Governments	Executive Director		900 H Street, Suite D	Modesto	CA	95356
regional	Tulare County Association of Governments	Governing Board Chairperson		5961 South Mooney Boulevard	Visalia	CA	95825
state	Bureau of Land Management	State Director		2800 Cottage Way, Suite W-1834	Sacramento	CA	93667
state	California Air Resources Board	Chairman	Mary Nichols	PO Box 2815	Sacramento	CA	94607
state	California Business, Transportation and Housing Agency	Agency Secretary	Dale Bonner	980 9th Street, Suite 2450	Sacramento	CA	93706
state	California Coastal Commission	Director	Peter Douglas	45 Fremont Street, Suite 2000	San Francisco	CA	93610
state	California Department of Boating and Waterways	Director	Raynor Tsuneyoshi	2000 Evergreen, Suite 100	Sacramento		
state	California Department of Conservation	Director	Bridgett Luthor	801 K Street, MS 24-01	Sacramento	CA	93610
state	California Department of Fish and Game (CDFG)	Program Manager for Environmental Review and Permitting	Scott Flint	1416 Ninth Street, 12th Floor, Rm 1341	Sacramento	CA	93610
state	California Department of Fish and Game (CDFG)	Central Region Headquarters Office		1234 E. Shaw Ave	Fresno		
state	California Department of Fish and Game (CDFG)	Regional Manager, Central Region		1234 E. Shaw Ave	Fresno	CA	93637
state	California Department of Housing and Community Development	Director	Lynn Jacobs	PO Box 952050	Sacramento	CA	93702
state	California Department of Parks and Recreation, Resource Management Division	Chief of Natural Resources	Richard Rayburn	PO Box 942896	Sacramento	CA	93602
state	California Department of Pesticide Regulation (DPR)	Director	Mary-Ann Warmerdam	PO Box 4015	Sacramento	CA	92020
state	California Department of Toxic Substances Control (DTSC)	Director	Maureen Gorsen	PO Box 806	Sacramento	CA	93621
state	California Department of Transportation		Bryan Apper	bryan_apper@dot.ca.gov		CA	93906
state	California Department of Transportation		Carol McDonald	carol_mcdonald@dot.ca.gov			
state	California Department of Transportation		Curt Hatton	curt_hatton@dot.ca.gov			
state	California Department of Transportation		Garth Fernandez	garth_fernandez@dot.ca.gov			
state	California Department of Transportation		Janey Bailey	janet_bailey@dot.ca.gov			
state	California Department of Transportation		Kate Baldrige	kate_baldrige@dot.ca.gov		CA	93637
state	California Department of Transportation		Kelly Hobbs	kelly_hobbs@dot.ca.gov		CA	95349
state	California Department of Transportation		Kirsten Helton	kirsten_helton@dot.ca.gov		CA	95354
state	California Department of Transportation	Chief Deputy Director	Randall Iwasaki	MS 49, 1120 N Street	Sacramento		
state	California Department of Transportation		Randy Treese	randy_treese@dot.ca.gov			
state	California Department of Transportation		Richard Putter	richard_putter@dot.ca.gov			
state	California Department of Transportation		Sarah Gassner	sarah_gassner@dot.ca.gov			
state	California Department of Transportation		Stephen Ruiz	stephen_ruiz@dot.ca.gov			
state	California Department of Transportation District 6 Planning and Local Assist.						
state	California Department of Transportation, District 10	Senior Transportation Engineer	Steven A. McDonald	1352 W. Olive Ave.	Fresno		
state	California Department of Transportation, District 3	District Director	Kome Ajise	PO Box 2048	Stockton		
state	California Department of Transportation, District 4	District Director	Jody Jones	PO Box 911	Marysville		
state	California Department of Transportation, District 4	District Director	Bijan Sartipi	PO Box 23660	Oakland		
state	California Department of Transportation, District 5	District Director	Richard Krumholz	50 Higuera St.	San Luis Obispo		
state	California Department of Transportation, District 6	District Director	Malcom Daugherty	PO Box 12616	Fresno		
state	California Department of Transportation, District 6	Central Region Environmental Division Chief		1352 W. Olive Avenue	Fresno	CA	95814
state	California Department of Water Resources	Chief of Environmental Services	Barbara McDonnell	Post Office Box 942836	Sacramento	CA	93721
state	California Energy Commission	Executive Director	Melissa Jones	1516 Ninth Street, MS-29	Sacramento	CA	95023
state	California Environmental Protection Agency (Cal/EPA)	Secretary for Environmental Protection	Linda Adams	1001 I Street	Sacramento		
state	California Geologic Survey	Supervising Geologist	Bill Short	801 K Street, MS 14-33	Sacramento		
state	California Health and Human Services	Secretary	Kimberley Belshie	1600 9th Street, Rm 460	Sacramento		

Merced to Bakersfield Scoping Agency Mailing List

TYPE	ORGANIZATION	TITLE	NAME	ADDRESS	CITY	STATE	ZIP
state	California Integrated Waste Management Board (CIWMB)	Executive Director	Mark Leary	PO Box 4025	Sacramento		
state	California Public Utilities Commission (CPUC)		Brian Leung	bdl@cpuc.ca.gov		CA	93612
state	California Public Utilities Commission (CPUC)	Rail Safety	George Elsmore	505 Van Ness Avenue	San Francisco	CA	93637
state	California Public Utilities Commission (CPUC)		Moses Stiles	ms2@cpuc.ca.gov		CA	93301
state	California Public Utilities Commission (CPUC)	Rail Safety and Crossing Branch		505 Van Ness Avenue Room 2201	San Francisco		
state	California State Lands Commission (CSLC)		Diane Jones	100 Howe Avenue, Suite 100 South	Sacramento	CA	93230
state	California State Lands Commission (CSLC)	Executive Officer	Paul Thayer	100 Howe Avenue, Suite 100 South	Sacramento	CA	93638
state	California State Reclamation Board			3310 El Camio Avenue Room LL40	Sacramento	CA	93637
state	California State Resources Agency	Secretary	Michael Chrisman	1416 9th Street, 13th Floor	Sacramento	CA	93638
state	California State University, Bakersfield		Melanie Butler	mbutler@csub.edu		CA	93637
state	California State University, Fresno		Robert Slobodian	rslobodian@csufresno.edu		CA	93637
state	California Transportation Commission	Executive Director	John Barna	1120 N Street, Rm 2221 (MS - 52)	Sacramento	CA	93637
state	Central Valley Flood Protection Board	Executive Officer		3310 El Camio Avenue Room LL40	Sacramento	CA	93637
state	Governor's Office of Planning and Research-State Clearinghouse	State Clearinghouse Director	Terry Roberts	1400 Tenth St., Room 222	Sacramento	CA	95338
state	Native American Heritage Commission	Environmental Specialist		915 Capitol Mall	Sacramento	CA	95814
state	Native American Heritage Commission	Environmental Specialist III		915 Capitol Mall, Room 364	Sacramento	CA	95814
state	Native American Heritage Commission	Executive Secretary		915 Capitol Mall, Room 364	Sacramento	CA	95814
state	Office of Environmental Health Hazard Assessment	Director	Joan E. Denton, Ph.D	PO Box 4010	Sacramento	CA	95812
state	Office of Statewide Health Planning and Development	Director	David M. Carlisle, M.D., Ph.D	1600 9th Street, Rm 433	Sacramento	CA	95814
state	State Coastal Conservancy	Executive Officer	Sam Schuchat McDole	1330 Broadway, 11th Floor	Oakland	CA	94612
state	State Historic Preservation Officer	State Historian		1416 9th Street, Rm 1442	Sacramento	CA	95814
state	State Historic Preservation Officer	State Historic Preservation Officer		1416 9th Street, Rm 1442	Sacramento	CA	95814
state	State Water Resources Control Board	Assistant Deputy Director, Regulatory Division	Liz Haven	PO Box 100	Sacramento	CA	95812
state	University of California, Merced	Chancellor	Carol Tomlinson-Keasey	1170 W. Olive Avenue, Ste. I	Merced	CA	95338
state	University of California, Merced		Bob Badgley	1170 W. Olive Avenue, Ste. I	Merced	CA	95348
state	University of California, Merced		Chris Adams	1170 W. Olive Avenue, Ste. I	Merced	CA	95348
state	University of California, Merced	Vice Chancellor	Cliff Graves	1170 W. Olive Avenue, Ste. I	Merced	CA	95348
state	University of California, Merced	Urban Planner	Fred Jackson	1170 W. Olive Avenue, Ste. I	Merced	CA	95348
tribe	Amah Mutsun Tribal Band	Chairperson		3015 Eastern Ave. #40	Sacramento	CA	95301
tribe	Big Sandy Rancheria of Mono Indians	Chairperson		PO Box 337	Auberry	CA	93637
tribe	Choinumni Tribe of Yokuts	Chairperson		1505 Barstow	Clovis	CA	95340
tribe	Choinumni Tribe, Choinumni/Mono			2736 Palo Alto	Clovis	CA	95340

TYPE	ORGANIZATION	TITLE	NAME	ADDRESS	CITY	STATE	ZIP	EMAIL
community organization	Hilmar Chamber of Commerce	President	Adeline Nelson	PO Box 385	Hilmar			fdavilla@yahoo.com
community organization	Merced Host Lions Club	President	Barbara Parrot	PO Box 1367	Merced			
community organization	Merced College	President	Ben Duran	3600 M Street	Merced	CA	95324	
community organization	Merced Women's Club	President	Betty Carlisle	PO Box 1164	Merced	CA	95341	
community organization	American Legion Post No. 83	Commander	Bill Dacus	PO Box 2083	Merced			jhonnette@aol.com
community organization	Mountain Christian Center	President	Cheryl McBrien	40299 Highway 49	Oakhurst	CA	95340	
community organization	Merced Christian Businessmen's Committee	Secretary	Dave Shewey	PO Box 2268	Merced	CA	95344	
community organization	Atwater Chamber		David Allee	1181 Third Street	Atwater	CA	93644	
community organization	Gustine Chamber of Commerce	President	Debbie Lopes	PO Box 306	Gustine	CA	95344	
community organization	Greater Merced Chamber of Commerce	CEO	Don Bergman	690 W. 16th Street	Merced	CA	95301	
community organization	Bakersfield CVB		Don Cohen		Merced	CA	95322	
community organization	Merced Golden Lions Club	President	Ed Donelson	PO Box 1570	Merced	CA	95340	
community organization	North Merced Rotary Club	President	Eric Ekizian	PO Box 775	Merced			nortiz@bakersfieldchamber.org
community organization	Building Industry Association		Guy Maxwell	1401 'F' Street	Modesto	CA	95341	
community organization	Eastern Star, Merced Chapter No. 126	Worthy Matron	Helen Blanchard	1810 M. Street	Merced	CA	95341	
community organization	Merced Republican Women, Federated	President	Helen Evans	PO Box 3521	Merced	CA	95454	
community organization	United Way		Hubert Walsh	1744 N. 'G' Street	Merced	CA	95340	
community organization	Kwanis Club of North Merced	President	Jason Schmidt	626 E. Donna Drive	Merced	CA	95344	
community organization	American Business Women's Association	President	Jean Cruickshank	1130 W. 24th Street	Merced	CA	95348	
community organization	Greater Merced Chamber of Commerce		Jennifer Krum	360 East Yosemite Ave, Suite #100	Merced	CA	95340	
community organization	Lamont Chamber		Jim Bates		Merced	CA	95340	
community organization	Livingston Chamber of Commerce	President	John McKeon	PO Box 434	Livingston		95340	
community organization	Planned Parenthood		Julie Schoenherr	500 E. Almond Avenue, Ste. 3	Madera			tom@movethetracks.org
community organization	League of Women Voters of Merced	President	Karen Hernandez	P.O. Box 2514	Merced	CA	95344	
community organization	Chinatown Revitalization		Kathy Npachi		CA		95367	
community organization	Merced Breakfast Lion's Club	President	Kent Floro	PO Box 1065	Merced	CA	95344	
community organization	Commuter Alliance	Vice President	Knoff	1029 Jackson Avenue	Los Banos			dcohen@visitsbakersfield.com
community organization	Boys and Girls Club of Merced		Kyle Stockard	PO Box 470	Merced	CA	95341	
community organization	Community Connections	Department Head	Lee Pezsnr	678 W. 18th Street	Merced	CA	93635	
community organization	Merced County Chamber of Commerce	President	Leon Lamb	646 South Highway 59	Merced	CA	95341	
community organization	Los Banos Chamber of Commerce	President	Leslie Villate	PO Box 2117	Los Banos	CA	95340	
community organization	Merced County Farmlands and Open Space	CEO	Linda Macedo	4890 South Healy Road	Merced	CA	95340	
community organization	San Joaquin Raptor Wildlife Rescue	President	Lydia Miller	PO Box 778	Merced	CA	93635	
community organization	Central Valley Regional Center	Executive Director	Mark Locada	209 E. 7th Street	Madera	CA	95340	
community organization	Sierra Club	Executive Director	Marsh Pitman	PO Box 387	Merced	CA	95341	
community organization	Los Banos Chamber of Commerce		Michael Amabile	P.O. Box 2117	Los Banos	CA	93638	
community organization	Merced Business & Professional Women's	President	Micki Rucker	PO Box 816	Merced	CA	95341	
community organization	Greater Bakersfield Chamber of Commerce		Nick Ortiz		CA		93635	
community organization	California Women For Agriculture- Merced	President	Phyllis Boyle	1255 Ahwahnee Dr.	Merced	CA	95341	
community organization	Merced Elks Lodge #1240	Exalted Ruler	Randy Brower	1910 M Street	Merced			jabates@bak.rr.com
community organization	Merced Horseman's Association	President	Raymond Pombo	PO Box 2585	Merced	CA	95340	
community organization	Merced Sunrise Rotary Club	President	Robert Hobbs	P.O. Box 3632	Merced	CA	95340	
community organization	Atwater Chamber of Commerce		Sarah Sanders	1181 3rd St.	Atwater	CA	95344	
community organization	Atwater Chamber of Commerce	President	Skip Hinman	1181 Third Street	Atwater	CA	95344	
community organization	Hispanic Chamber of Commerce	President	Sonia Figueroa	1640 N' Street, Ste 220	Merced	CA	95301	
community organization	Kiwanis Club of Greater Merced	President	Steve Jones	PO Box 1450	Merced	CA	95301	
community organization	Kings View Community Services		Terri Carter	125 S. 'D' Street	Madera	CA	95340	
community organization	Commuter Alliance	Board of Director	Tom Higby	1018 Acaliawood Court	Los Banos	CA	95341	
community organization	Mariposa/ Merced Cattleman's Association		Tony Toso	PO Box 1001	Merced	CA	93638	
community organization	Merced Lao Family Community	President	Tony Xiong	855 W. 15th Street	Merced	CA	93635	
community organization	Kiwanis Club of Merced	President	Vince McMillon	PO Box 1371	Merced	CA	95340	
community organization	Kern Transportation Foundation		Will Winn		CA		95340	
community organization	Valley Children's Hospital	CEO	William F. Haug	9300 Valley Children's Place	Madera	CA	95341	
community organization	Ag Boosters	President		PO Box 298	Madera			spbattle@hotmail.com
community organization	American Association of Retired Persons-	Facilitator		755 W 15th St	Merced	CA	93638	
community organization	American Legion Women's Auxiliary Post	President		PO Box 38	Madera	CA	93639	
community organization	Association of Mexican American Education	President		1016 Joy Street	Madera	CA	95340	
community organization	California Rural Legal Assistance (CRLA)	President		117 S. Lake	Madera	CA	93639	
community organization	Chowchilla District Memorial Hospital	Executive Director		1104 Ventura Avenue	Chowchilla	CA	93637	
community organization	Chowchilla Elementary School	Principal		PO Box 907	Chowchilla	CA	93638	
community organization	Chowchilla High School District	Superintendent		805 Humboldt	Chowchilla	CA	93610	
community organization	Chowchilla Parks, Recreation, and	Executive Director		145 W. Robertson Blvd.	Chowchilla	CA	93610	
community organization	Concerned Black Citizens	President		816 South B Street	Madera	CA	93610	
community organization	Deborah Chapter Order of Eastern Star #72	President		1005 South Lake Street	Madera	CA	93610	
community organization	Employee Development Department	Executive Director		114 S. 'A' Street	Madera	CA	93638	
community organization	Filipino-American Women's Club of Fresno	President		624 North Granada Drive	Madera	CA	93638	
community organization	Interact Club of Madera	President		PO Box 155	Madera	CA	93638	
community organization	Kiwanis Club of Madera	President		PO Box 1122	Madera	CA	93637	
community organization	Kiwanis Club of the Ranchos	President		12201 Road 34 1/2	Madera	CA	93639	
community organization	Madera Association of Realtors	President		401 W. Olive Ave, Ste. 5	Madera	CA	93639	
community organization	Madera Breakfast Lions Club	President		PO Box 1198	Madera	CA	93638	
community organization	Madera County Cattlewomen	President		22146 Road 600	Madera	CA	93637	
community organization	Madera County Historical Society	Executive Director		PO Box 478	Madera	CA	93639	
community organization	Madera Leo Club	President		PO Box 1198	Madera	CA	93638	
community organization	Madera Masonic Lodge	President		123 South B Street	Madera	CA	93639	
community organization	Madera Odd Fellow Lodge No. 327	President		PO Box 33	Madera	CA	93639	
community organization	Madera Rotary Club	President		PO Box 135	Madera	CA	93638	
community organization	Madera Sunrise Rotary	President		PO Box 431	Madera	CA	93639	
community organization	Maderal Elks Lodge #1918	President		PO Box 217	Madera	CA	93639	
community organization	Merced Rotary Club	President		PO Box 751	Merced	CA	93639	
community organization	NAACP- Madera Chapter	President		PO Box 513	Madera	CA	93639	
community organization	North Fork Center, North Fork Town Hall	President		Road 228	North Fork	CA	95341	
community organization	Private Industry Council (PIC)	President		114 S. 'C' Street	Madera	CA	93639	
community organization	Woman's Improvement Club	President		PO Box 694	Madera	CA	93643	
community organization	Madera Community College Center	Executive Director		30277 Avenue 12	Madera	CA	93638	
community organization	Madera Community Hospital Foundation	Executive Director		1270 E. Almond	Madera	CA	93639	
community organization	Merced County Association of Realtors	President		635 W. Main Street	Merced	CA		
community organization	Merced County Community Action Agency	Executive Director		501 W. 18th Street	Merced	CA		jim@visaliaedc.com
community organization	Oakhurst Community Medical Center	Executive Director		48677 Victoria Lane	Oakhurst	CA	93638	
community organization	Amtrak - National Railroad Passenger	President and CEO		60 Massachusetts Ave., NE	Washington	CA	95340	
community organization	Burlington Northern and Santa Fe Railway	Director Public Affairs		4433 Exchange Avenue	Los Angeles	CA	93644	
community organization	California Native Plant Society	Executive Director		2707 K Street, Suite 1	Sacramento	CA		marvdeanilic@sbcglobal.net
community organization	California Native Plant Society	Executive Director		2707 K Street, Suite 1	Sacramento	CA	95816-5113	
community organization	California Native Plant Society	Executive Director		2707 K Street, Suite 1	Sacramento	CA	95814	
community organization	Great Valley Center	President		201 Needham Street	Modesto	CA	95816-5113	
community organization	Natural Resources Defense Council	Regional Director		111 Sutter St., 20th floor	San Francisco	CA	95814	
community organization	Nature Conservancy	Regional Director		201 Mission Street, 4th Floor	San Francisco	DC	20002	
community organization	Planning and Conservation League	Executive Director		1107 9th Street, Suite 360	Sacramento	CA	95816-5113	
community organization	Planning and Conservation League	Executive Director		1107 9th Street, Suite 360	Sacramento	CA	95354	
community organization	Rail Passenger Association of California	Executive Director		550 Battery Street, #917	San Francisco	CA	94104	
community organization	Sierra Club California	Executive Committee Chair		801 K Street, Suite 2700	Sacramento	CA	94111	
community organization	Silicon Valley Manufacturing Group	Associate Director, Transportation		224 Airport Parkway, #620	San Jose	CA	95814	
community organization	Train Riders Association of California	Executive Director		1025 Ninth Street #223	Sacramento	CA	95110	
community organization	Union Pacific Railroad	Special Representative		915 L Street, Suite 1180	Sacramento	CA	94105	
individual			Albert Lucchesi	145 Robertson Blvd.	Chowchilla	CA	95814	
individual			Angelo Lamas	2222 M Street	Merced	CA		ieffc@quadknopf.com
individual	EBA		Anna Wimpeg		CA		93610	
individual	Devin Nunes, 21st District of California		Anthony Ratekin		CA		95340	
individual			Barbara Lomas					kalalp@earthlink.net
individual			Bert Davis					dwoo@hnb.com
individual			Bill & Peggy Pensar					mikekidd@parc-ics.com
individual	Hager Companies		Bill Parker		CA		93637	
individual	HBA		Bob Keenan		CA		95240	
individual	NARVRE		Carolyn Romersa					sallen@rabobankarena.com
individual	Kleinfelder		Chris Enyedy					daved@projectdesign.com
individual	GET		Chuck Michel					linethanh@yahoo.com
individual	Kern Transportation Foundation		Dale Mills					lsavres@aol.com
individual	Batch Land Services		Daryl Batch					rboberts@bak.rr.com
individual	Project Design Consultants		Dave Donchowski					ibider@biderbros.com
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individual	Goertzen & Martin		Dennis Martin		CA		95301	
individual	Omni Means		Dennis Mills					tflores@ndsddata.com
individual	Kojima Development Company		Don Kojima					anna.w@sbcglobal.net
individual			Donald VonBerg					deon.engineers@verizon.net
individual	CFA		Enika Razo-Yanez					ischnal@omnimeans.com
individual			Floyd Taylor					rayreilly@att.net
individual	Leather Outlaw Productions		Frank Davilla					build@hbatk.com
individual	AECOM		Fred Valenzano					christopher.clark@parsons.com
individual			G Keene	2222 M Street	Merced	CA	95340	

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individual	Klein DeNatale, Goldner, et al LLP		Harley Pinson					jhamrick@hughes.net
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individual			Jeanne Hamrick					cervedy@kleinfelder.com
individual	Fehr & Peers		Jeff Clark					bush_kevin@sbglobal.net
individual	Quad Knopf		Jeff Cowart					ccates@csufresno.edu
individual	REC		Jeff Mills					johnm4@csufresno.edu
individual	JSA		Jennifer Seitu					csoske711@aol.com
individual	Omni Means		Jeremey Schmal					toni@ccdcilc.com
individual			Jess Ortiz					phroman32@sbglobal.net
individual	Jakes Auto Body		Jesse Mendez					ksecor@lightspeed.net
individual	Farmers Insurance Group		Jim Tekunoff					JeffreyMills@gmail.com
individual			John Donaldsen					bparker@hagerco.com
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individual			Kathleen Faulkner					DW04@pge.com
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individual	Hawley Mills Secor Consultants		Kenneth Secor					fred.valenzano@aecom.com
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individual			Kimely Santell					darvandjulie@sbglobal.net
individual	Laborers Union		Lalo Martinez					mmoradian@isaweb.com
individual	TreeTOPS		Lee Ayres					rmoss@wildlandsinc.com
individual			Lee Bocue	2472 Dunn Rd.	Merced	CA	95340	
individual	Bidart Bros.		Leonard Bidart					pscott99@yahoo.com
individual			Leonard Deal					ijcrabtree@comcast.net
individual			Lizzy Tello					don.kojima@alummi.usc.edu
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individual	SWCA		Mary Reents					bacreat2dav@hotmail.com
individual	Quad Knopf		Miguel Baronas					i.clark@lehvandpeers.com
individual	Pistoresi Ambulance		Monte Pistoresi	113 N. R. Street	Madera			happhog@aol.com
individual			Nicole Pippy					anthony.ratekin@mail.house.gov
individual			Paul Herman					dmills@omnimeans.com
individual	Saito Associates		Paul Saito					rick.herman@comcast.net
individual			Pedro "Pete" Roman					steveb@quadknopf.com
individual			Phil Fiero	730 Summerfield Dr.	Atwater	CA	95301	
individual			Phillip Sanchez					kvardas@rinconconsultants.com
individual			Phillip Scott					ai@soldevelopment.com
individual			R. Gaddie					wplachta@bskinc.com
individual	Wildlands, Inc.		Richard "Skip" Moss					julie_olguin@sbglobal.net
individual			Rick Herman					masaharu@hotmail.com
individual			Rick Osolino	1640 N. Street #220	Merced	CA	95346	
individual			Stan Wilson					balchlandservices@sbglobal.net
individual			Stephen Balentine					ldeal@earthlink.net
individual			Steve Allen					sclement@nccrc.org
individual	Quad Knopf		Steve Brandt					iseitu@isaweb.com
individual			Thanh Nguyen					johnr@rinconconsultants.com
individual	Tri-F Consolidators Inc.		Tom Freund					schilders@kleinfelder.com
individual	County Bank	President	Tom Hawker	550 W. Main Street	Merced	CA		kat@faulknerlaw.com
individual	CCDG		Toni Scarborough					idealfellow99@gmail.com
individual	Kleinfelder		Tony Lusich					vickiw@sir.com
individual			Vernon Crowder					pensar3@netzero.com
individual			Vic Beddian					vmcrowder@sbglobal.net
individual	San Joaquin Refining Co., Inc.		Vicki Wood					phfresno@gmail.com
individual	Valley Oak Executive Suites		Vincent Correll					vcorrell@valleyoak.net
individual	BSK		Walt Plachta					barbaralomas@sbglobal.net
individual	Madera Glass		Will Higinbotham	2444Avenue 12 & Road 24-1/2	Madera	CA		diane.b.merrill@comcast.net
media	Atwater Signal	Editor		PO Box 739	Merced	CA	95341	
media	Chowchilla News	Editor		340 W. Robertson Blvd.	Chowchilla	CA	93610	
media	Hanford Sentinel	Business Reporter		PO Box 9	Hanford	CA	93232	
media	KAAT 103.1	News Director		PO Box 2020	Oakhurst	CA	93644	
media	KEFR 89.9	Program Director		PO Box 52	Le Grand	CA	95333	
media	Livingston Chronicle	Editor		PO Box 739	Merced	CA	95341	
media	Madera Tribune	Managing Editor		PO Box 269	Madera	CA	93639	
media	Merced Sun Star	News Editor		PO Box 739	Merced	CA	95341	
media	Merced Sun-Star	Publisher		PO Box 739	Merced	CA	95341	
media	Modesto Bee	Transportation Reporter		PO Box 5256	Modesto	CA	95352	
media	Sierra Star- Oakhurst	Editor		PO Box 305	Oakhurst	CA	93644	
media	Turlock Journal	Business Editor		PO Box 800	Turlock	CA	95381	
Misc	CirclePoint			855 Capitol Mall, Suite 802	Sacramento	CA	95814	
Property owner			1111 COUNTRY CLUB DRIVE LLC	1101 COUNTRY CLUB DR	MADERA	CA	93638	
Property owner			14&23/9/15	11101 SOUTH IVY	CHOWCHILLA	CA	93610	
Property owner			3 & 4 PM 21-14 28/8/16	7886 MERCEDES AVE	WINTON	CA	95388	
Property owner			84 LUMBER COMPANY A CORPORATION	1019 ROUTE 519	EIGHTY FOUR	PA	15330-2813	
Property owner			A L B ENTERPRISES A CORPORATION	PO BOX 390	MERCED	CA	953410390	
Property owner			A I GILBERT COMPANY A CALIFORNIA CORP	26777 CHOWCHILLA BLVD	CHOWCHILLA	CA	93610	
Property owner			AANONSON CHARLES M JR	19254 HIGHWAY 99	MADERA	CA	93637	
Property owner			ABC MANAGEMENT INC	7200 E ABC LANE	COLUMBIA	MO	65205	
Property owner			ABSHIRE DONALD C & KATHERIN V	PO BOX 2968	CHINO VALLEY	AZ	86323	
Property owner			ABSHIRE STANLEY D & OLIVIA K	15757 SHARON BOULEVARD	MADERA	CA	93638	
Property owner			ADAIR LES & PAM	23888 AVENUE 24T	CHOWCHILLA	CA	93610	
Property owner			ADAME JOHN & ANNA MARIA	PO BOX 907	PLANADA	CA	95365-0907	
Property owner			ADAME JOHN S & ANA MARIA	3225 S CUNNINGHAM RD	LE GRAND	CA	95333	
Property owner			ADAME SARAH	2879 MARIETTA AVENUE	MERCED	CA	95340	
Property owner			AGHAJANIAN JEANETTE TR	24704 AVENUE 20 1/2	MADERA	CA	93638	
Property owner			AGRILAND FARMING COMPANY INC	23400 ROAD 24	CHOWCHILLA	CA	93610	
Property owner			AGUILAR ALEJANDRO MEZA & ESPERANZA MEZA	16594 HARPER BLVD	MADERA	CA	93638	
Property owner			AHMED WASEEM	18158 AVENUE 24	CHOWCHILLA	CA	93610	
Property owner			ALB ENTERPRISE INC	PO BOX 390	MERCED	CA	953410390	
Property owner			ALBERS DENNIS M CO-TRUSTEE	632 E. YOSEMITE AVE	MADERA	CA	93638	
Property owner			ALDAZ MARGIE M	5650 HWY 140	MERCED	CA	95340	
Property owner			ALEJO JUAN R & AUGUSTA R	1135 SANTA FE AVE	MERCED	CA	95340	
Property owner			ALHOMADY SALEH SALEH	2425 GREEN ST	MERCED	CA	95340-4127	
Property owner			ALLEN JAMES D & KAY L	4069 KANSAS ST	MERCED	CA	95348-9237	
Property owner			ALLEN STEVEN J & LYNETTE R	905 S GATEWAY DR	MADERA	CA	93637	
Property owner			ALVAREZ AMADOR & MARIA ETAL	16517 RD 28	MADERA	CA	93638	
Property owner			ALVAREZ GUADALUPE	1161 JULIE DR	MERCED	CA	95348-2005	
Property owner			ALVAREZ JUAN & SONIA	2722 LAUGHLIN CT	MERCED	CA	95340-5491	
Property owner			ALVES BIRGIT E	21533 FAIRMEAD BLVD	CHOWCHILLA	CA	93610	
Property owner			AMERIGAS PROPANE L P	PO BOX 798	VALLEY FORGE	PA	19482-0798	
Property owner			ANDAVERDE OFELIA	9586 GOLDEN STATE BLVD	MADERA	CA	93637	
Property owner			ANDERSON PAMELA B CO-TRUSTEE	9327 N ASHFORD AVE	FRESNO	CA	937200894	
Property owner			ANDRADE ANTONIO	1236 W 24TH ST	MERCED	CA	95340-3446	
Property owner			ANDRADE ELENA	PO BOX 1327	PLANADA	CA	95365-1327	
Property owner			ANDRADE SALVADOR NAVARRO	3041 BAKER DR	MERCED	CA	95340-9183	
Property owner			ANDREWS MARCELLA	P O BOX 351	MADERA	CA	93639	
Property owner			ANGEL FRED & LINDA	1565 E SANTA FE AVE	MERCED	CA	95340-4141	
Property owner			ANGUANO FRANK XAVIER & ROSEMARY RITA TR ETAL	16475 FALLEN OAK RD	HACIENDA	CA	91745	
Property owner			ANTONIO CAMPOS FAMILY PARTNERSHIP ETAL	15516 SOUTH WALNUT	CARUTHERS	CA	93609	
Property owner			APODACA ARTHUR V & LUCY L	3142 E STATE HIGHWAY 140	MERCED	CA	95340-9513	
Property owner			AQUINO ALBERT A & TERESA F	441 W ROBERTSON BLVD	CHOWCHILLA	CA	93610	
Property owner			ARCEO DAVID & BLANCA M	1301 W SANTA FE AVE	MERCED	CA	95340-3458	
Property owner			AREVALO EDWIN & SARA	3460 CHESHIRE DRIVE	SAN JOSE	CA	95118-1520	
Property owner			ARIS ANATOLY & ANNA KIRIKOV	15872 WATSON ST	MADERA	CA	93638	
Property owner			ARMENTA EPREN M & ANGELITA G TRUSTEES	11215 CHILDS AVE	LE GRAND	CA	95333-9799	
Property owner			ARMSTRONG ROBERT F & RUTH ANN TRUSTEES	1172 PRESTISS DR	SAN JOSE	CA	95120	
Property owner			ARNOLD CHRISTOPHER MATTHEW NEAL	215 WEST FIGUEROA STREET 2ND	SANTA BARBARA	CA	93101	
Property owner			ARNOLD DAVID R & JUDITH G	2000 CASCADE CREEK RD	SITKA	AK	99835-9669	
Property owner			ARSLAN JOHN & YOLA	18463 ROAD 23	MADERA	CA	95637	
Property owner			ASHER LARRY DEE & JACKIE LAVONNE	241 E 23RD ST	MERCED	CA	95340-3950	
Property owner			ASHLOCK LONNI TRUSTEE	1562 TULLY RD STE A	MODESTO	CA	95350-4029	
Property owner			ATWAL SARABJIT S & AMARJIT K	560 N ARBOLEDA DR	MERCED	CA	95340-9425	
Property owner			AUSTIN MINNIE	2351 GREEN ST	MERCED	CA	95340-4118	
Property owner			AUTOZONE INC	211 N GATEWAY DR	MADERA	CA	95637	
Property owner			AVILA BENJAMIN R & DELIA C	1725 DALE AVE	MERCED	CA	95340-4159	
Property owner			AVILA EDWARD ETAL	16832 HARPER BLVD	MADERA	CA	93638	
Property owner			AVILA JORGE	18667 ROAD 26	MADERA	CA	93638	
Property owner			AVILA JUAN M & MODESTA	11160 IOWA AVE	MADERA	CA	93638	

TYPE	ORGANIZATION	TITLE	NAME	ADDRESS	CITY	STATE	ZIP	EMAIL
Property owner			AZTECA MILLING L P	23643 AVENUE 18	MADERA	CA	93638	
Property owner			BACA REVOCABLE TRUST	25832 FERNBRUSH DR	GLENDALE	AZ	853101616	
Property owner			BAGRI KULDIP SINGH	225 N GATEWAY DR	MADERA	CA	95637	
Property owner			BALANCE THOMAS G & CHARLOTTE D	3863 MCHENRY RD	MERCED	CA	953409539	
Property owner			BALES THOMAS R & SUZANNE H TRUSTEE	1713 NOVATO BLVD	NOVATO	CA	94947-3087	
Property owner			BALSTRETRY JOHN A	1030 W 24TH ST	MERCED	CA	95340-3544	
Property owner			BALLADARES EDWARD TRUSTEE ETAL	9676 GOLDEN STATE BLVD	MADERA	CA	95637	
Property owner			BANKS GREGORY A	2779 S BANKS RD	LE GRAND	CA	95333	
Property owner			BARAJAS BENIGNO	314 NORTH E ST	MADERA	CA	95637	
Property owner			BARAJAS PABLO ETAL	26030 WAYSIDE	MADERA	CA	93638	
Property owner			BARBOUR THOMAS L & SUSAN I TRUSTEES	3271 MADROAN AVE	MERCED	CA	95340-1730	
Property owner			BARKER ELMER F	PO BOX 692	CHOWCHILLA	CA	93610-0692	
Property owner			BARNARD DOUGLAS WILLIAM	2940 N STATE HIGHWAY 59	MERCED	CA	95348-4349	
Property owner			BARNES GEORGE	35467 AVENUE 11	MADERA	CA	95637	
Property owner			BARRAGAN ELIAS & CARMEN	1735 DALE AVE	MERCED	CA	95340-4159	
Property owner			BARTHOLOMEW SAMUEL E & KATHIE K TRUST	2996 TRINDADE RD	MERCED	CA	95348-9478	
Property owner			BARTLEY KENNETH & REBECCA E	26482 GREENTREE AVE	MADERA	CA	93638	
Property owner			BASARABA PETER & HELEN R TRUSTEES	1099 BARNEY ST	MERCED	CA	95340-4045	
Property owner			BASS EDWARD & BETTY	24817 AVE 16	MADERA	CA	93637	
Property owner			BASSI TAJINDER & LORETA	16288 GOLDEN STATE BLVD	MADERA	CA	95637	
Property owner			BAXTER WENDELL & LEONA TRUSTEES	PO BOX 114	LE GRAND	CA	95333-0114	
Property owner			BAZAN HUMBERTO & ROSEMARY G ETAL	1008 GARFIELD AVENUE	MADERA	CA	93638	
Property owner			BEAR CREEK RANCH PARTNERSHIP	1665 MARION ST	KINGSBURG	CA	9363-11809	
Property owner			BELL WILLIAM R & CYNTHIA A TRUSTEES	5195 MULBERRY AVE	ATWATER	CA	95301-9543	
Property owner			BENNETT AMELIA F	2398 ASH AVE	MERCED	CA	93638	
Property owner			BERKE WENDELL N	2736 N ZEDIKER	SANGER	CA	93657	
Property owner			BERRY-SINGH PARTNERSHIP	413 E YOSEMITE AVE	MADERA	CA	95637	
Property owner			BERTINOIA LAWRENCE A	1111 BARNEY ST	MERCED	CA	95340-4114	
Property owner			BHAKTA BHARAT S & URMILA B ETAL	25327 AVE 16TH	MADERA	CA	95637	
Property owner			BHAKTA JAGADISH S & PUSHPA J ETAL	25327 AVENUE 16	MADERA	CA	95637	
Property owner			BIANCHI LAND CO & CORPORATION	PO BOX 180	MERCED	CA	95341-0190	
Property owner			BIANCHI LOUANN	151 N ULUKOIA PL	LAHAINA	HI	96761-1969	
Property owner			BIRDSONG BOBBY JOE & BETTY JOE TRUSTEES	380 W ALEXANDER AVE	MERCED	CA	95348-3305	
Property owner			BITTER BRADLEY ROBERT & KIMBERLY MACHEL	21649 ROAD 24	MADERA	CA	93638	
Property owner			BITTER ROBERT GEORGE & BARBARA JEAN TRS	21475 ROAD 24	MADERA	CA	93638	
Property owner			BIZZINI E W & DOROTHY L	3060 ASHBY RD	MERCED	CA	95348-9426	
Property owner			BLAKE'S CONCRETE PIPE COMPANY INC	150 N CHOWCHILLA BLVD	CHOWCHILLA	CA	93610	
Property owner			BLAKE LYLIA B	225 E 23RD ST	MERCED	CA	95340-3950	
Property owner			BLAND DONNA L	2332 Q ST	MERCED	CA	95340-3535	
Property owner			BLECH DUANE & ANDREA	12134 AVENUE 19 1/2	CHOWCHILLA	CA	93610	
Property owner			BLY TROY & DENISE	1531 DALE AVE	MERCED	CA	95340-4157	
Property owner			BMC WEST CORPORATION	720 PARK BLVD STE 200	BOISE	ID	837127764	
Property owner			BOOKS ELIZABETH FRAZIER TRUSTEE	462 WOODHAMS RD	SANTA CLARA	CA	95051	
Property owner			BONANDER DONALD E & WENDY D	100 E 6TH ST	MADERA	CA	93637	
Property owner			BOONE JERRY & BETTY	22039 SAWMILL FLAT RD	SONORA	CA	953708509	
Property owner			BOUCHER MICHAEL & GINA	26410 GREENTREE AVE	MADERA	CA	93638	
Property owner			BOUTY JEAN TR	2 POINTE WEST	MADERA	CA	93637	
Property owner			BOWSER GARY B & MONA L	7628 HIGHWAY 99	MADERA	CA	93637	
Property owner			BP&S PARTNERSHIP	2926 G ST STE 207	MERCED	CA	953402113	
Property owner			BRANTLEY DAVID M & DANA L	1344 W 24TH ST	MERCED	CA	95340-3447	
Property owner			BRATTON GERALD D & WONDA F ETAL	47 N SUNNYSIDE	CLOVIS	CA	93612	
Property owner			BRATTON JAMES	27720 AVENUE 13	MADERA	CA	93637	
Property owner			BRAWLEY DANNY E & CHARLOTTE L	635 BARNEY ST	MERCED	CA	95340-4042	
Property owner			BRAWLEY OMER H TRUSTEE	PO BOX 1309	MERCED	CA	953411309	
Property owner			BRAZIL JOSEPH DAN & JOANNE LAURIE	30360 AVENUE 10 1/2	MADERA	CA	93638	
Property owner			BRESSLER JEANE L	2614 MICHIGAN AVE	FRESNO	CA	93703	
Property owner			BRICENO JOHN M	2370 OAK AVE	MERCED	CA	95340	
Property owner			BRIGHT ARTHUR & LILLIAN TRUSTEES	5246 PLAINSBURG RD	LE GRAND	CA	95333-9726	
Property owner			BRIMAGER THOMAS R & BARBARA JEAN	18606 EL PASO RD	MADERA	CA	93638	
Property owner			BRITT MAX	22753 ALDER STREET	CHOWCHILLA	CA	93610	
Property owner			BRITT MAX R	24101 GARDENA DR	MADERA	CA	93638	
Property owner			BRITZ AG FINANCE CO INC	P O BOX 9050	FRESNO	CA	93790	
Property owner			BRITZ FERTILIZERS INC	P O BOX 60011	FRESNO	CA	93794-6011	
Property owner			BROCK ELVIS D & REGINA D LANGE CO-TRUSTEE	5736 E STATE HIGHWAY 140	MERCED	CA	95340-9302	
Property owner			BROCK GERALDEAN & MARGARET	16419 SHARON BLVD	MADERA	CA	93638	
Property owner			BROCK LUANNA	16419 SHARON BLVD	MADERA	CA	93638	
Property owner			BROCKMAN JOHN W	2021 W ST	MERCED	CA	95340-3463	
Property owner			BROOKS RONNIE LA & CHARLOTTE K	23559 S CHOWCHILLA BLVD	CHOWCHILLA	CA	93610	
Property owner			BROWN EDWARD L LIFE ESTATE	1621 E SANTA FE AVE	MERCED	CA	95340-4161	
Property owner			BROWN GAROLD C FAMILY LIMITED PARTNERSHIP	1024 SAN JOSE	CLOVIS	CA	93612	
Property owner			BROWN GREGORY ALLEN & ANNETTE	2046 TEAK AVE	MERCED	CA	95340	
Property owner			BROWN JAMES R & IRENE M	1228 CATHEDRAL CREEK COURT	MERCED	CA	95340-0764	
Property owner			BROWN JERRY J & ANN Y	24736 MELBA DR	MADERA	CA	93638	
Property owner			BROWN THOMAS M & DEANNA L	2981 SEQUOIA DR	MERCED	CA	95340-2750	
Property owner			BRUCE JANET C	4212 FRESH AIRE PLACE	MODESTO	CA	95356	
Property owner			BUCIO SOCORRO M	26184 WAYSIDE DRIVE	MADERA	CA	93638	
Property owner			BUENDIA JESSIE	PO BOX 252	PLANADA	CA	95365-0252	
Property owner			BUENDIA RUDY III & SAVINA	PO BOX 632	PLANADA	CA	95365-0632	
Property owner			BURGDOFF GEORGE R & DOROTHY A TRS	27112 SANTA FE DR	CHOWCHILLA	CA	93610	
Property owner			BURRIS STEVEN & HERMELINDA	15755 HOWARD ST	MADERA	CA	93637	
Property owner			BURSON BRADLEY L & ELLEN M	17958 TULIP ROAD	MADERA	CA	93638	
Property owner			BURTON JOHN W JR & MARTHA JEAN	1422 BLAKE	BERKELEY	CA	94702	
Property owner			BUSICK LESLIE P TRUSTEE	P O BOX 4150	INCLINE VILLAGE	NV	89450	
Property owner			BUSTOS BENJAMIN D	17389 RD 27	MADERA	CA	93637	
Property owner			BUTLER ROBERT J & FREDNA A	3481 CASCADE CREEK AVE	MERCED	CA	95340-0728	
Property owner			CABALLERO NICANOR P & SOFIA P	16782 HARPER BLVD	MADERA	CA	93638	
Property owner			CABRAL FEDERICO	137 E ADELL ST	MADERA	CA	93638	
Property owner			CALDERON IRINEO & JUANA TRUSTEE	9610 GOLDEN STATE BLVD	MADERA	CA	93637	
Property owner			CALDERON JUANA	26936 TREMAINE AVE	MADERA	CA	93638	
Property owner			CALDWELL JAMES B	2320 EDWARDS AVE	MERCED	CA	95340-4321	
Property owner			CALVILLO JOSE PABLO & BRIJIDA	PO BOX 926	PLANADA	CA	95365-0926	
Property owner			CAMACHO FRANCISCO J & AVELINA O	1051 BARNEY ST	MERCED	CA	95340-4045	
Property owner			CAMERON JERRY & SHARON	24735 GLENWOOD DR	LOS GATOS	CA	95033-8588	
Property owner			CAMPBELL SUZANNE L TRUSTEE	30388 MANCHESTER RD	ATWATER	CA	95301-9413	
Property owner			CAMPOS BROS FARM	15516 SOUTH WALNUT	CARUTHERS	CA	93609	
Property owner			CAMPOS GILDA CUELLAR	18906 HANOVER	MADERA	CA	93638	
Property owner			CAMPOS RAFAEL S & TERESA	PO BOX 295	PLANADA	CA	95365-0295	
Property owner			CANANDAIGUA/VINTNERS ACQUISITION CORP	22002 ROAD 24	MADERA	CA	93638	
Property owner			CARDELLA DAVID A & JEANETTE L TRUSTEE	2768 W CARDELLA RD	MERCED	CA	95348-9441	
Property owner			CARDENAS RAUL JEMINEZ & PATRICIA	16744 HARPER BLVD	MADERA	CA	93638	
Property owner			CARDON ROBERT R	2087 E OLIVE AVE	MERCED	CA	95340-1761	
Property owner			CARDWELL RANCHES LP	1814 CANAL ST	MERCED	CA	95340	
Property owner			CARLISLE DEAN A & MONIQUE ODETTE	2346 W ST	MERCED	CA	95340-3468	
Property owner			CARLSON ALFRED G	693 VALLEY WAY	SANTA CLARA	CA	95051-5624	
Property owner			CARMONA ALBERT & LIZ MARIE	26347 GREENTREE AVE	MADERA	CA	93638	
Property owner			CARRASCO FRANCES SUCC TR	1284 E WILLIAM COURT	SAN JOSE	CA	95116	
Property owner			CARSON JEAN	P O BOX 20292	EL SOBRANTE	CA	94820	
Property owner			CASTELLANOS ALICE	1875 DALE AVE	MERCED	CA	95340-4160	
Property owner			CASTETS JEAN C & BLANCA E TRUSTEE	PO BOX 2671	MERCED	CA	95344	
Property owner			CASTILLO ROJELIO & EVANGELINA S	17636 ROAD 27	MADERA	CA	93638	
Property owner			CASTILLOS VICENTE & CARMEN	29190 AVE 15 1/2	MADERA	CA	93638	
Property owner			CASTRO LEOPOLDO & DELLA PAULINE	605 BARNEY ST	MERCED	CA	95340-4042	
Property owner			CAUWELS PAUL J & JACQUELINE J TRUSTEE	2891 DENN RD	MERCED	CA	95340-9355	
Property owner			CAUZOR BERTHA A TRUSTEE	50 PARK WARREN PL	SAN JOSE	CA	95136-2507	
Property owner			CEDERQUIST GERALD W & KATHLEEN C S	8606 N FULLER	FRESNO	CA	93720	
Property owner			CENTER POINT LLC	4007 VIA VALLE VERDE	RANCHO SANTA FE	CA	92067	
Property owner			CENTRAL VALLEY BROADCASTING CO INC	90 E 16TH ST	MERCED	CA	953405021	
Property owner			CERTAINTIED CORPORATION	17775 AVENUE 23 1/2	CHOWCHILLA	CA	93610	
Property owner			CHAPMAN DARREL L	5333 E SO BEAR CREEK DR	MERCED	CA	95340	
Property owner			CHARO ABIGAIL	2900 BAKER DR	MERCED	CA	95340-9182	
Property owner			CHARO RUBEN R & CARMEN	2860 BAKER DR	MERCED	CA	95340-9181	
Property owner			CHAVEZ NOE & MIREYA	4667 AVE 23 1/2	CHOWCHILLA	CA	93610	
Property owner			CHAVEZ RICHARD C	732 CRIST AVE	MERCED	CA	953406306	
Property owner			CHAVIRA FRANK & VIRGINIA	26254 WAYSIDE	MADERA	CA	93637	
Property owner			CHEATWOOD GEORGE HARLIN TR	13506 RD 27 3/4	MADERA	CA	93637	
Property owner			CHELEWA STEVEN J & JILL M TRUSTEE	28569 AVENUE 12 1/2	MADERA	CA	93638	
Property owner			CHOWCHILLA BOULEVARD ASSOCIATES	4500 E FREMONT ST	STOCKTON	CA	95215	
Property owner			CHOWCHILLA DEVELOPMENT GROUP LTD	P O BOX 580	CHOWCHILLA	CA	93610	
Property owner			CHOWCHILLA LAND LLC	899 CHERRY AVE	SAN BRUNO	CA	94066	
Property owner			CHOWCHILLA PISTACHIO COMPANY	16333 AVE 24 1/2	CHOWCHILLA	CA	93610	
Property owner			CHOWCHILLA PRECISION MACHINE CO	375 S CHOWCHILLA BLVD	CHOWCHILLA	CA	93610	

TYPE	ORGANIZATION	TITLE	NAME	ADDRESS	CITY	STATE	ZIP	EMAIL
Property owner			CHOY RAYMOND G & LORRAINE	170 23RD AVE	SAN FRANCISCO	CA	941211219	
Property owner			CHURCH APOSTOLIC ASSEMBLY FAITH IN CHRIST	733 ROBINSON DR	MERCED	CA	95340-3057	
Property owner			CHURCH APOSTOLIC TABERNACLE INC	2745 E STATE HIGHWAY 140	MERCED	CA	95340-9174	
Property owner			CISCO ROBERT J	PO BOX 26386	FRESNO	CA	93729	
Property owner			CITY OF MADERA	205 W FOURTH ST	MADERA	CA	93637	
Property owner			CITY OF MERCED	678 W 18TH ST	MERCED	CA	953404708	
Property owner			CITY OF MERCED REDEVELOPMENT AGENCY	678 W 18TH ST	MERCED	CA	953404708	
Property owner			CLEM CHARLES R & RUBENE V	PO BOX 163	WINTON	CA	95388-0163	
Property owner			CLENENIN DANIEL L	2960 MARIE LN	MERCED	CA	95340-2664	
Property owner			COLEMAN LAND CO LLC	566 E HAMPTON WAY	FRESNO	CA	93704	
Property owner			COLEMAN STEFAN G & MELISSA L	1447 W 25TH ST	MERCED	CA	95340-3454	
Property owner			COLOMBE REID N	26281 OLD MILL DR	MADERA	CA	93638	
Property owner			CONDELL GEORGE & RUTH	3597 SAN JOSE AVE	MERCED	CA	95348-2242	
Property owner			CONTRERAS ALEXANDER H & ROSIE C	9758 & 9770 GOLDEN STATE BLVD	MADERA	CA	93637	
Property owner			CORREA ANTONIO & MARICELA	26088 WAYSIDE DRIVE	MADERA	CA	93638	
Property owner			CORREA ANTONIO & MARY C	26088 WAYSIDE DR	MADERA	CA	93638	
Property owner			CORREA TERRANCE S & ROSE	26066 WAYSIDE DR	MADERA	CA	93638	
Property owner			CORTEZ RICHARD & CHARLOTTE K	12620 SAVANA RD	LE GRAND	CA	95333-9608	
Property owner			CORTEZ SENOVIO S	1805 DALE AVE	MERCED	CA	95340-4160	
Property owner			CORVELLO JOSEPH J & MICHELE L TRUSTEE	3533 HATCH RD	MERCED	CA	953408670	
Property owner			COSTCO WHOLESALE CORPORATION	999 LAKE DR	ISSAQUAH	WA	980278990	
Property owner			COVARRUBIAS JONAS & ROSARIO	26139 EL PASO PLACE	MADERA	CA	93638	
Property owner			CRAIG O E TR	20211 AVE 211/2	CHOWCHILLA	CA	93610	
Property owner			CRAWFORD ROBERT H & DOREEN M TRUSTEE	162 W 19TH ST	MERCED	CA	95340-4912	
Property owner			CREATIVE ALTERNATIVES INC	2855 GEER RD	TURLOCK	CA	95382-1133	
Property owner			CREEKSIDE LAND COMPANY LLC	30814 AVENUE 9	MADERA	CA	93637	
Property owner			CRESCI ANTHONY TRUSTEE	1811 N SOUTHERN PACIFIC AVE	MERCED	CA	953484358	
Property owner			CRESCI-ANDERSON LILA	PO BOX 3016	MERCED	CA	95344	
Property owner			CROUCH SIDNEY JR & JOYCE D	1436 W 24TH ST	MERCED	CA	95340-3448	
Property owner			CROWN ROAD PARTNERS	PO BOX 471	MERCED	CA	95341	
Property owner			CROWN ROAD PARTNERS L P	PO BOX 431	MERCED	CA	953410431	
Property owner			CRUCKSHANKS ROSS CAMERON	1130 W 24TH ST	MERCED	CA	95340-3545	
Property owner			CRUZ FRANCISCO & ALICIA R	703 N GATEWAY DR	MADERA	CA	93637	
Property owner			CUADROS STEVEN & GLORIA M TRUSTEES	1190 E 21ST ST	MERCED	CA	953404212	
Property owner			CUENCA LUIS A	26145 EL PASO PLACE	MADERA	CA	93638	
Property owner			CULOTTA JOHN M	7478 HIGHWAY 99	MADERA	CA	93637	
Property owner			CURRAN FAMILY LIMITED PARTNERSHIP	P O BOX 553	MADERA	CA	93639	
Property owner			CURRAN SAMUEL W & DIANE E TR	14205 SANTA FE DR	MADERA	CA	93638	
Property owner			CZYZOWSKY JOSEPH	1905 E SANTA FE DR	MERCED	CA	95340-4330	
Property owner			D & T	7289 N SAN PEDRO	FRESNO	CA	93711	
Property owner			DA SILVA ROBERT TR ETAL	24645 AVENUE 17	MADERA	CA	93638	
Property owner			DAL PORTO AUGUST & LILLIAM M TRUSTEES	1177 CABANA CT	MERCED	CA	95348-1852	
Property owner			DANIELS JOHN G & EDITH A	511 IVETT RD	LE GRAND	CA	95333-9723	
Property owner			DAKUDIAN GEORGE & LEON E TIRAPELLE CO TRS	10776 E KINGS CANYON RD	SANGER	CA	93684	
Property owner			DAVIDSON ALTON R & LOIS LEE	19199 AVENUE 22 1/2	CHOWCHILLA	CA	93610	
Property owner			DAVIS CHARLES DALTON & URSULA M	2564 GREENLAND DR	MERCED	CA	95340-2707	
Property owner			DAVIS CHARLES W & JOAN K AS TR	THREE VICTORIAN DRIVE	WILMINGTON	OH	45177-1148	
Property owner			DBH FAMILY LIMITED PARTNERSHIP	5917 W ELOWIN RIVER	VISALIA	CA	93291	
Property owner			DE JAGER EDWARD & COBI	10623 S IVY	CHOWCHILLA	CA	93610	
Property owner			DE JAGER EDWARD & COBI	14690 AVENUE 27	CHOWCHILLA	CA	93610	
Property owner			DE JAGER MICHAEL & GERRILYNN	11101 SOUTH IVY	CHOWCHILLA	CA	93610	
Property owner			DE LA CERDA RIGO & MICHELLE	26226 WAYSIDE DR	MADERA	CA	93637	
Property owner			DE LA TORRE AMY	2880 CORONA CT	MERCED	CA	95348	
Property owner			DE MARTINEZ MARIA ENGRACIA FELIX	26304 AVENUE 18 1/2	MADERA	CA	93638	
Property owner			DEAN HOMER JR & EVELYN	1721 E SANTA FE AVE	MERCED	CA	95340-4328	
Property owner			DECKNICK KERI A	1584 LA MIRADA DR	MERCED	CA	95348-1343	
Property owner			DELANDA TERRY	7605 FALLEN LEAF LN	SALINAS	CA	93907-8553	
Property owner			DELGADO DAVID	1100 SOUTH GATEWAY DRIVE	MADERA	CA	93637	
Property owner			DELGADO GUADALUPE & OLGA	895 BARNEY ST	MERCED	CA	95340-4043	
Property owner			DELGADO JOSE LUIS & MARIA G MAGANDA	16856 HARPER BLVD	MADERA	CA	93638	
Property owner			DELLAVALLE EUGENE A JR & LOIS M TRUSTEE	520 ACCORNERO	MADERA	CA	93637	
Property owner			DENNEY TWYLA B	25954 TANFORAN	MADERA	CA	93638	
Property owner			DERBY JOHN & KATHLEEN	2465 N PARSONS AVE	MERCED	CA	95340-3259	
Property owner			DERMENJIAN VARTKAIS	PO BOX 933	BELMONT	CA	94002-0933	
Property owner			DESMOND FAMILY LIVING TRUST	18525 PISTACCHIO DR	MADERA	CA	93637	
Property owner			DESMOND GERALD	2013 W 3RD	MADERA	CA	93637	
Property owner			DESMOND MARY R TRUSTEE ETAL	26111 EL PASO PLACE	MADERA	CA	93638	
Property owner			DIAMOND DOABA ENTERPRISES LLC	101 N GATEWAY DR	MADERA	CA	93637	
Property owner			DIAZ ALICE	PO BOX 254	PLANADA	CA	95365-0254	
Property owner			DIAZ RAYMOND C & MARY C	PO BOX 527	PLANADA	CA	95365-0527	
Property owner			DIAZ RAYMOND S	693 KIBBY RD	MERCED	CA	95340-9331	
Property owner			DICKER WILLIAM S	21707 ROAD 20	CHOWCHILLA	CA	93610	
Property owner			DIETZ EDWARD A & MARIA ANNE C	P O BOX 2351	MERCED	CA	95344	
Property owner			DMP DEVELOPMENT CORPORATION INC	413 W YOSEMITE AVE #106	MADERA	CA	93637	
Property owner			DOMRIES ENTERPRISES INC	12281 RD 29	MADERA	CA	93638	
Property owner			DOUBLE Y RANCHES LIMITED PARTNERSHIP	1701 W ELLERY WAY	FRESNO	CA	93711-1808	
Property owner			DOUGLAS MIKE & LISA	16169 GOLDEN STATE BLVD	MADERA	CA	93637	
Property owner			DOWNING LUIS A & SANDRA M	26274 WAYSIDE	MADERA	CA	93638	
Property owner			DUARTE WILLIAM M	3302 REN	MADERA	CA	93637	
Property owner			DUNN RONALD ETAL	1912 TETON LN	FAIRFIELD	CA	94533	
Property owner			DURHAM GROVES L P	PO BOX 1360	PLEASANTON	CA	94566	
Property owner			DUVALL DONALD W & TOME M MARTIN	11534 RD 32	MADERA	CA	93638	
Property owner			E & J GALLO WINERY	P O BOX 1130	MODESTO	CA	95353	
Property owner			EDWARDS RONALD LEE & KAY LYNN	26240 WAYSIDE DRIVE	MADERA	CA	93638	
Property owner			EDWARDS SYBIL M	2399 ASH AVE	MERCED	CA	95340-4112	
Property owner			EGLESTON JAMES I ETAL	33199 ANTELOPE LANE	SQUAW VALLEY	CA	93675	
Property owner			EGLING LEROY LOUIS TRUSTEE	4885 SANTA FE AVE	LE GRAND	CA	95333-9625	
Property owner			EGLING THOMAS	5021 SANTA FE AVE	LE GRAND	CA	95333-9625	
Property owner			EMMERT PATRICK E	14408 BUGGY WHIP LANE	PRATHER	CA	93651	
Property owner			EMSEE TRANSPORTATION CO A CORPORATION	PO BOX 20638	GILROY	CA	95021-0638	
Property owner			ENOCH PACKING COMPANY INC	10715 E AMERICAN AVE	DEL REY	CA	93616	
Property owner			ENOCH PACKING COMPANY INC	PO BOX 339	DEL REY	CA	93616	
Property owner			ERICKSON STEPHEN W & JOANNE P TR	10696 HWY 99	MADERA	CA	93637	
Property owner			ESAU JOHN H & VIOLET FERN TRUSTEES	PO BOX 37	WISCONSIN	CA	95388-0037	
Property owner			ESPARA TRIMMELLA ETAL	16291 CALYPSO COURT	SAN LEANDRO	CA	94570	
Property owner			ESPINOSA ANDREW & HOPE	PO BOX 142	LE GRAND	CA	95333-0142	
Property owner			ESQUIVEL JESUS M JR TRUSTEE	3559 SANTA FE AVE	LE GRAND	CA	95333-9609	
Property owner			EVANS DALE S	29539 HWY 145	MADERA	CA	93638	
Property owner			EVANS FEED & LIVESTOCK SUPPLY INC	241 SOUTH E STREET	MADERA	CA	93638	
Property owner			EVANS KENNY JR	1635 PRIMROSE AVE	MERCED	CA	95340	
Property owner			EVANS RALPH C	31694 CHICOINE AVE	HAYWARD	CA	94544-7724	
Property owner			EVELAND SHARI H TR ETAL	PO BOX 416	SURF SIDE	CA	90743	
Property owner			EVERGREEN MEMORIAL PARK INC	1480 B ST	MERCED	CA	953406304	
Property owner			EXCEL ENTERPRISES INC	P O BOX 26386	FRESNO	CA	93729	
Property owner			EXCEL ENTERPRISES INC	17918 BROOK DR	MADERA	CA	93638	
Property owner			FALCON NELLIE	27547 AVE 17	MADERA	CA	93638	
Property owner			FALL CHARLES R & VALERIE G TR ETAL	5063 MUELLER	MARIPOSA	CA	93538	
Property owner			FAQUIRYAN SAYED MN	P O BOX 5088	VACAVILLE	CA	95696	
Property owner			FARINO THOMAS & PHYLLIS P ETAL	34294 AVENUE 9	MADERA	CA	93637	
Property owner			FARNSWORTH ROBYN S TRUSTEE	12191 CHILDS AVE	LE GRAND	CA	95333-9717	
Property owner			FAROOQ SHAHZADA K	1501 E YOSEMITE AVE	MADERA	CA	93638	
Property owner			FARR BILLY FRANCIS	205 E 23RD ST	MERCED	CA	95340-3950	
Property owner			FAUSONE DAVID	1949 BURCHELL AVE	LE GRAND	CA	95333-9605	
Property owner			FAVELA ANTONIO & IRMA ETAL	16389 RD 28 1/4	MADERA	CA	93638	
Property owner			FELIU JOSE E JR & LORRAINE S	18182 VARDEN DRIVE	MADERA	CA	93638	
Property owner			FENNESSEY RAY P	625 BARNEY ST	MERCED	CA	95340-4042	
Property owner			FERRIS JOHN E & ILSE T	5804 E STATE HIGHWAY 140	MERCED	CA	95340-9436	
Property owner			FISHER CLIFFORD ETAL	2204 HURON RD	WEST LAFAYETTE	IN	47906-1922	
Property owner			FISHER MICHAEL J & LINDA M	PO BOX 707	PLANADA	CA	95365-0707	
Property owner			FLANAGAN JOHN THOMAS & ROBERT G TRUST	2098 G ST	MERCED	CA	95340-3934	
Property owner			FLETSCHER MELISSA R	PO BOX 3744	CARMEL	CA	93921	
Property owner			FLORES ALEX & MARY E	337 W 19TH ST	MERCED	CA	95340-4805	
Property owner			FLORES ALICE	1572 LA MIRADA DR	MERCED	CA	95348-1343	
Property owner			FLORES ANGEL	16644 HARPER	MADERA	CA	93638	
Property owner			FLORES JOHN R & PEARL S	PO BOX 157	PLANADA	CA	95365-0157	
Property owner			FLORES MIGUEL & ANITA	16668 HARPER BLVD	MADERA	CA	93638	
Property owner			FLORES VICTOR & MARIA	16682 HARPER BLVD	MADERA	CA	93638	
Property owner			FLYNN ROBERT F CO-TRUSTEE	102 W ALEXANDER AVE	MERCED	CA	95348-3410	
Property owner			FORD LUCILLE	428 GOLD MINE DR	SAN FRANCISCO	CA	94131	
Property owner			FOX GARY W & KELLY J	P O BOX 27857	FRESNO	CA	93729-7857	
Property owner			FRANCO JAMES CAROL	PO BOX 672	MERCED	CA	95341-0672	

TYPE	ORGANIZATION	TITLE	NAME	ADDRESS	CITY	STATE	ZIP	EMAIL
Property owner			FRANKLIN COUNTY WATER DISTRICT	2126 DRAKE AVE	MERCED	CA	95348-4031	
Property owner			FRANKS TIMOTHY DAVID TRUSTEE	2275 MCKEE RD	MERCED	CA	95340	
Property owner			FRAZIER VINA A PARTNERSHIP	10830 YOSEMITE BLVD	WATERFORD	CA	95386-9637	
Property owner			FREDE ROBERT A & GENEVIA L	26212 WAYSIDE DRIVE	MADERA	CA	93638	
Property owner			FREEMAN KELLY JOHN	26348 GREENTREE AVE	MADERA	CA	93638	
Property owner			FRIEDRICH FAMILY LTD PARTNERSHIP ETAL	1180 N GATEWAY DR	MADERA	CA	93637	
Property owner			FUENTES EDWARD & M ALICIA	2346 GLEN AVE	MERCED	CA	95340-4059	
Property owner			FULLER TERRY A & DAVELYN GAIL	18312 VARDEN DR	MADERA	CA	93638	
Property owner			FUNG BRIAN Y & JANE S	1123 GASSETT COURT	HAYWARD	CA	94544-5753	
Property owner			FURRIER TIBOR G	650 RANCHO SANTA FE RD SP 202	SAN MARCOS	CA	92078	
Property owner			FUTURE INVESTMENTS LTD	16340 GOLDEN STATE BLVD	MADERA	CA	93637	
Property owner			G STREET MINI STORAGE LLC	1017 W 18TH ST	MERCED	CA	95340-4504	
Property owner			GAESTEL BETTE C TRUSTEE	1400 AUTO CENTER DR	MERCED	CA	953405669	
Property owner			GAESTEL JOSEPH & MARY A TRUSTEES	PO BOX 859	MERCED	CA	95341-0859	
Property owner			GAESTEL ROBERT J & BETTE C TRUSTEES	3141 E SOUTH BEAR CREEK DR	MERCED	CA	953409451	
Property owner			GAGLIARDI JIM VINCENZO ETAL	7173 N BLACKSTONE AVE	PINEDALE	CA	93650	
Property owner			GAGLIARDI VICTOR & RITA TR ETAL	7429 N FIRST ST#104	FRESNO	CA	93720-2823	
Property owner			GALLIER MISSIONARY BAPTIST CHURCH	PO BOX 908	CHOWCHILLA	CA	93610	
Property owner			GALVAN ELIU & XOCHITL	PO BOX 8184	OCEANSIDE	CA	92052	
Property owner			GALVAN ELIU & XOCHITL	1697 AVENIDA OCEANO	OCEANSIDE	CA	92056	
Property owner			GAMBOA ANDRES D & MARIA DE L C	1315 W SANTA FE AVE	MERCED	CA	95340-3458	
Property owner			GANTMEY EUGENE B JR & JENNIFER R	3042 E STATE HIGHWAY 140	MERCED	CA	95340-9171	
Property owner			GARCIA ANTONIO M & YOLANDA	PO BOX 1188	PLANADA	CA	95365-1188	
Property owner			GARCIA ARTHUR GLENN & RAQUEL	P O BOX 391	MADERA	CA	93639	
Property owner			GARCIA DOMINGO B	125 E 23RD ST	MERCED	CA	95340-3948	
Property owner			GARCIA EFREN	21 BRANDY CT	HOLLISTER	CA	95023	
Property owner			GARCIA FLORA ETAL	16556 HARPER BLVD	MADERA	CA	93638	
Property owner			GARCIA JOHNNY	PO BOX 637	PLANADA	CA	95365-0637	
Property owner			GARCIA JUAN J & VELIA H	1224 PHILIP ST	MADERA	CA	93637	
Property owner			GARCIA MARCO ANTONIO & ROSALINDA	9632 GOLDEN STATE BLVD	MADERA	CA	93637	
Property owner			GARCIA PABLO R	26389 OLD MILL DR	MADERA	CA	93638	
Property owner			GARCIA SAMUEL & ELPIDIA	16494 HARPER BLVD	MADERA	CA	93638	
Property owner			GARCIA TIZZIANA ETAL	724 SONORA ST	MADERA	CA	93638	
Property owner			GARLAND JESSE & ROXIE	22564 FIR STREET	CHOWCHILLA	CA	93610	
Property owner			GARNICA ADAN & FRANCISCA	18727 AUBURN WAY	MADERA	CA	93638	
Property owner			GARNICA FRANCISCO J	26198 WAYSIDE DR	MADERA	CA	93638	
Property owner			GARZA VALENTE V & CANDELARIA H	1509 E SANTA FE AVE	MERCED	CA	95340-4141	
Property owner			GASPORRA ARTHUR & TRINIDADE J	PO BOX 306	LE GRAND	CA	95333-0306	
Property owner			GEDRIMAS ALBERT R & DENISE M	PO BOX 25	LE GRAND	CA	95333-0025	
Property owner			GEORGE & EILEEN WAGNER FARMS	4837 N CHATEAU	FRESNO	CA	93705	
Property owner			GHOSOPH JONATHAN I & SARA	400 N E STREET	CHOWCHILLA	CA	93638	
Property owner			GIFFORD LINDA MAE	23645 CHOWCHILLA BLVD	CHOWCHILLA	CA	93610	
Property owner			GIL FELIPE G & MARY S	31 PLAINSBURG RD	LE GRAND	CA	95333-9743	
Property owner			GILBERT KELLY	2820 CIRCLE DR	MERCED	CA	95340-3966	
Property owner			GILL DAVID E TRUSTEE	974 SOUTH PINE STREET	MADERA	CA	93637	
Property owner			GIROU FAUSTO H & REYNA	13544 RD 27 3/4	MADERA	CA	93638	
Property owner			GO ENTERPRISES A PARTNERSHIP	1127 LONE PALM AVE	MODESTO	CA	95351-1534	
Property owner			GODOY ROSA E	2316 CAMDEN WAY	MADERA	CA	93637	
Property owner			GOGGANS NANCY A	15793 HOWARD ST	MADERA	CA	93637	
Property owner			GOLDEN DOABA ENTERPRISES	12199 GOLDEN STATE BLVD	MADERA	CA	93637	
Property owner			GOMES WALTER & PEGGY JANE ETAL	29514 AVE 15 1/2	MADERA	CA	93637	
Property owner			GOMEZ D JOSE LUIS & GOMEZ MARIELA	2854 CORONA CT	MERCED	CA	95348	
Property owner			GOMEZ ISRAEL & LOURDES E	2683 KEPPLER DR	SAN JOSE	CA	95148-2508	
Property owner			GOMEZ JOE M	5905 TAORMINO AVENUE	SAN JOSE	CA	95123	
Property owner			GONELLA JOSEPH A JR	1755 STRETCH RD	MERCED	CA	95340-4139	
Property owner			GONZALES AUGUSTIN & SAUCEDA PAULINA	2110 S E ST	MADERA	CA	93637	
Property owner			GONZALES DELPHINA	2854 LA PALMA AVE	MERCED	CA	95348-1338	
Property owner			GONZALES ERNEST E & JUANITA A	4816 EAST SHIELDS AVE	FRESNO	CA	93726	
Property owner			GONZALEZ ALMA R	PO BOX 839	PLANADA	CA	95365-0839	
Property owner			GONZALEZ FERNANDA D	2395 ANDEREGG AVE	MERCED	CA	95340-4312	
Property owner			GONZALEZ ISMAEL & BRAULIA NOEMI GARZA	15735 SHARON BLVD	MADERA	CA	93638	
Property owner			GONZALEZ JAVIER & MARIA ISABEL	16544 HARPER BLVD	MADERA	CA	93638	
Property owner			GONZALEZ JESUS C & MARIA M C GARCIA	16795 HARPER BLVD	MADERA	CA	93638	
Property owner			GONZALEZ JOHN & BEATRICE	23870 AVE 9	MADERA	CA	93637	
Property owner			GONZALEZ JOSE A & MARGARITA	P O BOX 631	MADERA	CA	93639	
Property owner			GONZALEZ RAMIRO & DOLORES	16532 HARPER BLVD	MADERA	CA	93637	
Property owner			GORDON W SHAW PROPERTIES INC	7541 EADS AVE STE F	LA JOLLA	CA	92037	
Property owner			GOULD NORMAN M & SUE TR	10597 RD 30	MADERA	CA	93637	
Property owner			GOVIA JOHN PAUL SR	1480 E SANTA FE AVE	MERCED	CA	95340-4133	
Property owner			GRACIA JUAN & RAQUEL	16506 HARPER BLVD	MADERA	CA	93638	
Property owner			GRAGG JAMES E & SHANNON S	2419 U ST	MERCED	CA	95340	
Property owner			GRAGNANI DON & THELMA IRENE CO-TR ETAL	28462 BORDEN ST	MADERA	CA	93637	
Property owner			GRAN ROBERT U & DIAN F TRUSTEE	129 FLORIN ST	SHELL BEACH	CA	93449	
Property owner			GRAN ROBERT U & DIAN TRUSTEE	1140 N GATEWAY DR	MADERA	CA	93637	
Property owner			GRANADO BENJAMIN C & ROSA E	16582 HARPER BLVD	MADERA	CA	93638	
Property owner			GRAVES ROY JR & MARGARET L	2971 BUCKINGHAM AVENUE	CLOVIS	CA	93611	
Property owner			GRAYSON LAWRENCE F & EVELYN M	2903 LAKEWOOD CT	MERCED	CA	95348-2506	
Property owner			GREEN CHRISTOPHER P & STEPHANIE C TR	3393 DIANE WY	MADERA	CA	93637-5935	
Property owner			GREEN W H & FRIEDA	5351 SANTA FE AVE	LE GRAND	CA	95333-9625	
Property owner			GREENE STEVE W & VICKY R	4905 IPSSEN AVE	LE GRAND	CA	95333-9685	
Property owner			GREVAL GURKIRPAL S & PARMIJIT K ETAL	PO BOX 577811	MODESTO	CA	95367	
Property owner			GRINDER SUSAN E	5441 SANTA FE AVE	LE GRAND	CA	95333-9664	
Property owner			GRIZZLY CREEK LAND & CATTLE LLC	1540 UNIVERSITY AVE	SAN JOSE	CA	95126	
Property owner			GRIZZLY CREEK LAND AND CATTLE LLC	16390 GOLDEN STATE BLVD	MADERA	CA	93637	
Property owner			GROWERS FIG COMPANY	9677 ROAD 30 1/2	MADERA	CA	93638	
Property owner			GUARDADO MARIA E	PO BOX 406	PLANADA	CA	95365-0406	
Property owner			GUERRERO JOSE LUIS & MARIA	PO BOX 1330	PLANADA	CA	95365-1330	
Property owner			GUEST BEVERLY A	1085 BARNEY ST	MERCED	CA	95340-4045	
Property owner			GUSTAFSON GERALD L & CLARICE C CO-TRUSTEE	1009 STRATFORD LN	MODESTO	CA	953501683	
Property owner			GUTIERREZ ARTURO JAVIER	224 SOUTH E STREET	MADERA	CA	93638	
Property owner			GUTIERREZ ELVIA	101 E 23RD ST	MERCED	CA	95340-3948	
Property owner			GUZMAN P JR & PAULA ETAL	7173 N BLACKSTONE	PINEDALE	CA	93650	
Property owner			GUZMAN PEDRO & MARTHA	486 EASY ST	MERCED	CA	95340	
Property owner			HIS DEVELOPMENT LLC	2 HIDDEN LN	BAKERSFIELD	CA	93309	
Property owner			HALL DONNA J	2317 CIRCLE DR	MERCED	CA	95340-3955	
Property owner			HALL ROBERT G & VIRGINIA LEE	4704 E STATE HIGHWAY 140	MERCED	CA	95340-9387	
Property owner			HANSEN DAVE C	22643 AVE 18 3/4	MADERA	CA	93637	
Property owner			HANSEN MARK R & CHRISTINA L	18138 VARDEN DR	MADERA	CA	93638	
Property owner			HARKREADER RONNIE R & KAREN A	3780 BRONCO LN	MERCED	CA	95340-8597	
Property owner			HARRIS ALICE W	PO BOX 26386	FRESNO	CA	93729	
Property owner			HARRIS F RUSSELL & ANNE M TRUSTEES	PO BOX 787	CHOWCHILLA	CA	936100787	
Property owner			HARVEST POINT LLC	4007 VIA VALLE VERDE	RANCHO SANTA FE	CA	92067	
Property owner			HASHIMOTO PROPERTIES A PARTNERSHIP	365 W NORTH BEAR CREEK DR	MERCED	CA	95348-3372	
Property owner			HATFIELD GEORGE & RITA	125 S GATEWAY DR	MADERA	CA	93637	
Property owner			HAUPT ERIC J & MARGARET E ETAL	1528 HOOVER AVE	CHOWCHILLA	CA	93610	
Property owner			HAYES WILLARD	81 MEADOW RIDGE LN	CHATEL HILL	NC	27517-8810	
Property owner			HEAFNER SHANE R & SHANNON E	5290 SHAW AVE	WINTON	CA	953889737	
Property owner			HEINMILLER MARGIE	5632 E STATE HIGHWAY 140	MERCED	CA	95340-9437	
Property owner			HEITMAN FREDERICK WILLIAM & SHARON LOUISE	1990 ALMOND AVE	MERCED	CA	95340	
Property owner			HELMSWORTH CAROLYN ETAL	501 SUNDANCE	MADERA	CA	93637	
Property owner			HENDERSON DAVID & REBECCA	956 W 24TH ST	MERCED	CA	95340-3543	
Property owner			HENSLEY DALEN M & GWEN L	1455 W 25TH ST	MERCED	CA	95340-3454	
Property owner			HERLITZ FRANCIS N & JOSEPHINE M	930 W 24TH ST	MERCED	CA	95340-3543	
Property owner			HERMAN NORMAN I	267 E 23RD ST	MERCED	CA	95340	
Property owner			HERNANDEZ ALBERT & NORBERTA	10475 MISSION AVE	LE GRAND	CA	95333-9753	
Property owner			HERNANDEZ ENCARNACION & ROSA	18670 SHORE DRIVE	MADERA	CA	93638	
Property owner			HERNANDEZ ISABEL & EFIGENIA V	15783 SHARON BLVD	MADERA	CA	93638	
Property owner			HERNANDEZ JAIME & STEPHANIE D	18767 HANOVER DR	MADERA	CA	93639	
Property owner			HERNANDEZ JOHN & MARY ALICE	5510 E STATE HIGHWAY 140	MERCED	CA	95340-9438	
Property owner			HERNANDEZ MARIA R	PO BOX 652	PLANADA	CA	95365-0652	
Property owner			HEUPEL KEITH B & PAULA A	1138 CURRY VILLAGE CT	MERCED	CA	95340-0696	
Property owner			HEWLETT ERNEST L TRUSTEE & CLOERINE TRUST	12800 LE GRAND RD	LE GRAND	CA	95333-9788	
Property owner			HIGHIET BARRY W TRUSTEE	1605 E GERARD AVE	MERCED	CA	953409077	
Property owner			HILLER BRIAN & ANGELA L	932 CLEMON CT	MERCED	CA	95340	
Property owner			HILL KATHLEEN ANN	470 E OLIVE AVE	MERCED	CA	95340-2231	
Property owner			HOFSTETTER MAX & DARLINA	1832 HUNT AVE	MODESTO	CA	95350-0443	
Property owner			HOLT JOSEPH C JR	2419 SWIFT BLVD	RICHLAND	WA	99353	
Property owner			HORIZON ENTERPRISES ETAL	586 W BARSTOW	FRESNO	CA	93704	
Property owner			HORNAYAK ANTHONY J	1125 E ALEXANDER AVE	MERCED	CA	95340-2309	
Property owner			HOVANANSIAN DAVID B & LINDA R	P O BOX 3016	PINEDALE	CA	93650	
Property owner			HOVANANSIAN RICHARD G & VARTITER TR	101 GROVERTON PLACE	LOS ANGELES	CA	90077	

TYPE	ORGANIZATION	TITLE	NAME	ADDRESS	CITY	STATE	ZIP	EMAIL
Property owner			HOVANNISIAN SARAH TRUSTEE	5795 E BUTLER AVE	FRESNO	CA	93727-5411	
Property owner			HUARTE FERMIN J	11674 RD 29	MADERA	CA	93637	
Property owner			HUBBELL FRANK & MARY	1471 CLUB DR	MERCED	CA	953408318	
Property owner			HUERTA ALFRED RAMERIZ	2341 T ST	MERCED	CA	95340-3459	
Property owner			HUIE JOHN P & SUZANNE M	5586 E HWY 140	MERCED	CA	95340	
Property owner			HUIE JOHN P JR & SUZANNE	217 E 23RD ST	MERCED	CA	95340-3860	
Property owner			HULLAMA EL H & JEANNE A	5454 E STATE HIGHWAY 140	MERCED	CA	95340-9439	
Property owner			HUNTLEY & MOORE	5910 N MONROE	FRESNO	CA	93722-9309	
Property owner			HUNTSMAN FILM PRODUCTS CORPORATION	1475 E WOODFIELD RD SUITE 700	SCHAUMBURG	IL	60173	
Property owner			HUNWARDSEN DAVE & CHRISTINE	PO BOX 785	MERCED	CA	95341	
Property owner			HUTCHINGS D MARK & MARY S	PO BOX 2204	MERCED	CA	95344-0204	
Property owner			IGHANI BAHMAN	1030 N GATEWAY DR	MADERA	CA	93637	
Property owner			IMBERI ANDREW J TRUSTEE	2517 E SANTA FE AVE	MERCED	CA	95340-4339	
Property owner			IMBERI MARCUS TRUSTEE	PO BOX 845	MERCED	CA	95341-0845	
Property owner			IRBY RANDY ALLAN & FRANCES	26397 OLD MILL DR	MADERA	CA	93638	
Property owner			J OBERTI INC	1838 HOWARD RD	MADERA	CA	93637	
Property owner			J W MYERS INC	P O BOX 809	MADERA	CA	93639	
Property owner			JACKSON KENNETH R & HELEN M TRUSTEES	1085 E 23RD ST	MERCED	CA	95340-4101	
Property owner			JAMES BENJAMIN	16449 SHARON RD	MADERA	CA	93638	
Property owner			JCH FAMILY LIMITED PARTNERSHIP	5917 W ELOWIN DR	VISALIA	CA	93291	
Property owner			JENKINS DONALD L & SHARON L	3957 W 18TH AVE	EUGENE	OR	97402	
Property owner			JENSEN HOWARD D	307 E 23RD ST	MERCED	CA	95340-3952	
Property owner			JIMENEZ JAVIER LARIOS	2585 S RECREATION AVENUE	FRESNO	CA	93725	
Property owner			JIMENEZ SHIRLEY	1420 W 25TH ST	MERCED	CA	95340-3455	
Property owner			JIVIDEN RICHARD L & SMITH BARBARA L	462 PORTER LN	SAN JOSE	CA	95127	
Property owner			JOHNSON CHARLES P & IRENE C	7099 TOKAY CIR	WINTON	CA	95388-9346	
Property owner			JOHNSON GERALD & CLARICE	191 KIMBERLIN HEIGHTS DRIVE	OAKLAND	CA	94619	
Property owner			JOHNSON LARRY M & IDA M	3174 WILLOW RUN DR	MERCED	CA	95340-8316	
Property owner			JOHNSON RITA J	1054 W 24TH ST	MERCED	CA	95340-3544	
Property owner			JOHNSON SIDNEY R & THELMA B	2997 E STATE HIGHWAY 140	MERCED	CA	95340-9172	
Property owner			JONES EDWARD LESLIE & LA DONNA SUE TRUSTEE	501 SHANNON DRIVE	MADERA	CA	93637	
Property owner			JONES EVA	210 CHADWICK WAY	BENICIA	CA	94510	
Property owner			JONES JERRY D & KAREN TR	16215 SHARON BLVD	MADERA	CA	93638	
Property owner			JONES JERRY D & KAREN TR ETAL	16399 CARDWELL	MADERA	CA	93638	
Property owner			JONES OVID C JR & KAREN G	26235 OLD MILL DR	MADERA	CA	93638	
Property owner			JONES RALPH W & YVONNE M	359 SAINT MICHELLE CT	MERCED	CA	95348-3361	
Property owner			JORGENSEN JAMES JR	565 SOMERS AVE	WHITEFISH	MT	59937	
Property owner			JUAREZ RICHARD & SHARON L	1766 E GERARD AVE	MERCED	CA	953409073	
Property owner			JUAREZ ROBERT LEO & SHERRY ANN	2640 W 16TH ST	MERCED	CA	953484356	
Property owner			KAHL KITT MARVIN & JUDY ELAINE	2074 WHEALAN RD	MERCED	CA	95340-9263	
Property owner			KAMANGAR ARTIKAS & FARVARDIN FATHI-	6040 COUNTRY CLUB PL	MERCED	CA	95340-8608	
Property owner			KANG JASWINDER S & NARINDER K	17160 ROAD 400	MADERA	CA	93638	
Property owner			KAZARIAN PAUL & HELEN R TR ETAL	7561 E MOUNTAIN VIEW	SELMA	CA	93660	
Property owner			KELLOGG MARK J JR TRUSTEE	522 S STATE HIGHWAY 59	MERCED	CA	95340-6926	
Property owner			KELSON CLINT ETAL	540 S MAIN	HEBER CITY	UT	84032	
Property owner			KENNEDY RICK D SR & JULIE A	23603 CHOWCHILLA BLVD	CHOWCHILLA	CA	93610	
Property owner			KHAN DILAWAR & NASEEM	PO BOX 351	ATWATER	CA	95301-0351	
Property owner			KLAIR JASPAL SINGH	540 SUNNYDALE CT	MADERA	CA	93637-4143	
Property owner			KLAIR PAUL	1625 HOWARD ROAD #118	MADERA	CA	93637	
Property owner			KLEIBER MICHAEL K & LAURA	10626 MARIPOSA WAY	LE GRAND	CA	95339732	
Property owner			KNAPP MICHAEL J & SHERRINE	8314 S SANTA FE AVE	CHOWCHILLA	CA	93610-9401	
Property owner			KNISELY BRADLEY W	18204 VARDEN DR	MADERA	CA	93638	
Property owner			KNOOP-TROULLIER SEBASTIAN & ALLRED TERESA	65 RIO ROBLES E #3428	SAN JOSE	CA	95134	
Property owner			KOBZEFF ALEX	17465 AVENUE 24	CHOWCHILLA	CA	93610	
Property owner			KORNEK KENNETH W & N CHRISTINE	5155 SHADY AVE	SAN JOSE	CA	95129-4265	
Property owner			KUHLMAN PEARLINE A	1420 W 24TH ST	MERCED	CA	95340-4148	
Property owner			KUO CHENG SUNG & MEI-LAN	3370 E STATE HIGHWAY 140	MERCED	CA	95340-9168	
Property owner			KUYKENDALL ELLEN N	3830 DUBLIN AVE	LOS ANGELES	CA	90008	
Property owner			KYRISS DAVID R	15844 ROAD 29	MADERA	CA	93638	
Property owner			KYRISS DAVID TRUSTEE	18811 ARLINGTON RD	MADERA	CA	93638	
Property owner			LA SALLE LEWIS N & ELEANOR T TRUSTEES	1610 PATRICIA LN	MERCED	CA	95340-3457	
Property owner			LAM TUYET BACH	23431 AVENUE 18	MADERA	CA	93637	
Property owner			LAND VENTURES LLC	20550 HIGHWAY 99	MADERA	CA	93637	
Property owner			LANG EDWARD E & JULIE F TR	12127 TOPPER RD	MADERA	CA	93638	
Property owner			LANG RICHARD M & MOORE SANDRA A TRUSTEE	54331 ROAD 432	BASS LAKE	CA	93604	
Property owner			LARA SHIRLEY GUARDIAN	PO BOX 858	PLANADA	CA	95365-0858	
Property owner			LARSEN CARL L JR & DEBORAH CO-TRUSTEES	1281 DOWNIEVILLE DR	EL DORADO HILLS	CA	95762-4081	
Property owner			LASOIFTY ROSEMARY TRUSTEE ETAL	2310 CAMDEN WAY	MADERA	CA	93637	
Property owner			LAURITZEN J M & VIRGINIA	6485 S HENDERSON	FRESNO	CA	93706	
Property owner			LAVILESS JAMES ALBERT TR	26251 OLD MILL DRIVE	MADERA	CA	93638	
Property owner			LAWRENCE CYRIL & ANDREA	2111 K ST	MERCED	CA	953403866	
Property owner			LAWRENCE CYRIL INC	2111 K ST	MERCED	CA	95340	
Property owner			LEACH JOHN C & WILLIE M ETAL	16380 RAYMOND ROAD	MADERA	CA	93637	
Property owner			LEBARTS KENT	1805 KIMBERLY AVE	MERCED	CA	95340-1613	
Property owner			LEDESMA ALFREDO NIEVES	18064 VARDEN COURT	MADERA	CA	93637	
Property owner			LEE BOBBE WADENE TRUSTEE	843 W SANTA FE AVE	MERCED	CA	95340-3636	
Property owner			LEE ELIZABETH TRUSTEE	27477 AVE 17	MADERA	CA	93638	
Property owner			LEFLER GEORGE P TRUSTEE	3856 E STATE HIGHWAY 140	MERCED	CA	95340-9161	
Property owner			LEMUS RUBEN & ELIZABETH	PO BOX 1106	PLANADA	CA	95365	
Property owner			LESTER DANA	4478 SANTA FE AVE	LE GRAND	CA	95333-9625	
Property owner			LEVYA JOAQUIN & MARIA ELVIA	PO BOX 1038	PLANADA	CA	95365-1038	
Property owner			LIBERTY FARMS	11687 ROAD 27 1/2	MADERA	CA	93637	
Property owner			LIDDELL FAMILY TRUST	18741 SOUTH RIVER ROAD	ALVA	FL	33920	
Property owner			LIGHTWOOD MAURINE E TRUSTEE	205 FLOYD AVE APT 12	MODESTO	CA	95350-2334	
Property owner			LIMON CESAR	26266 WAYSIDE DR	MADERA	CA	93638	
Property owner			LINGERFELT GARLAND D & ERMA R CO TRUSTEES	10086 BALLICO AVE	BALLICO	CA	95303-9737	
Property owner			LION ENTERPRISES INC	30701 AVENUE 10	MADERA	CA	93638	
Property owner			LIVE OAK FARMS A PARTNERSHIP	PO BOX 65	LE GRAND	CA	95333-0065	
Property owner			LOEHR ROBERT A TRUSTEE OF C W FANCHER EST	15711 HIGHLAND DR	SAN JOSE	CA	95127-1742	
Property owner			LOGOLUSO FRANK A & BETTY AS TRS	12523 HIGHWAY 99	MADERA	CA	93638	
Property owner			LONG IVAN LEWIS JR	1745 DALE AVE	MERCED	CA	95340-4159	
Property owner			LONGS DRUG STORES CALIFORNIA INC	1109 COUNTRY CLUB DR	MADERA	CA	93638	
Property owner			LOPES RONNIE E & ALICE M	26407 CLUB DRIVE	MADERA	CA	93638	
Property owner			LOPEZ ANNA E	36033 CRIPPS PL	FREMONT	CA	945364631	
Property owner			LOPEZ JESUS U	2319 CIRCLE DR	MERCED	CA	95340-3955	
Property owner			LOPEZ JOHN C & DONNA M	1578 LA MIRADA DR	MERCED	CA	95340	
Property owner			LOPEZ PETER	23583 CHOWCHILLA BLVD	CHOWCHILLA	CA	93610	
Property owner			LOPEZ RAMON & LYNNE	1875 E SANTA FE AVE	MERCED	CA	95340-4329	
Property owner			LOPEZ RANDY & KELLY	2717 LEXINGTON AVE	MERCED	CA	95340	
Property owner			LOREDO ESPERANZA A LIFE ESTATE	398 E 20TH ST	MERCED	CA	95340	
Property owner			LOREDO SAMUEL & BETH	2560 PIEDMONT DR	MERCED	CA	95340	
Property owner			LORENZI ALMO J TRUSTEE	1478 SE BEAR CREEK DR	MERCED	CA	95340	
Property owner			LOS ANGELES HONEY COMPANY	15598 ROAD 29	MADERA	CA	93638	
Property owner			LOTH MARIA H	2520 VIRGINIA DR	BRENTWOOD	CA	94513-2126	
Property owner			LOUIE H FAY TRUSTEE ETAL	PO BOX 14485	FREMONT	CA	94539-1185	
Property owner			LOVATO DAVID JR & IRMA M	2385 E SANTA FE AVE	MERCED	CA	95340-4358	
Property owner			LUA ALEJANDRO M	4697 LINGARD RD	MERCED	CA	953409024	
Property owner			LUA-HINOJOSA JESUSITA	4096 MARSHALL ST	LE GRAND	CA	95333-9632	
Property owner			LUJAN JOSEPH B	1136 W 24TH ST	MERCED	CA	95340-3545	
Property owner			LUNA JERRY C	PO BOX 319	PLANADA	CA	95365-0319	
Property owner			LUNA SEFARINO LIFE ESTATE	1745 BELCHER AVE	MERCED	CA	95348	
Property owner			LYON INVESTMENTS A PARTNERSHIP	1500 STANDIFORD AVE STE D1	MODESTO	CA	95350-0592	
Property owner			LYON RUTH TRUSTEE	500 N E ST	MADERA	CA	93638	
Property owner			MAC GILLIS & GIBBS COMPANY	P O BOX 17440	MILWAUKEE	WI	53217	
Property owner			MACHADO ANTHONY J & LORRAINE	2222 HEALY RD	MERCED	CA	953409011	
Property owner			MACHADO JOSEPH A & LAURA C TRUSTEES	2394 E SOUTH BEAR CREEK DR	MERCED	CA	953409157	
Property owner			MACIEL JOSE A ETAL	15387 SANTA FE DRIVE	MADERA	CA	93638	
Property owner			MACIEL RAMON & ANA	4086 MARSHALL ST	LE GRAND	CA	95333-9632	
Property owner			MACY WENDY	22419 SINCLAIR DR	CHOWCHILLA	CA	93610	
Property owner			MADERA BAPTIST CHURCH	13234 GOLDEN STATE BLVD	MADERA	CA	93637	
Property owner			MADERA COMMUNITY HOSPITAL	1250 E ALMOND AVE	MADERA	CA	93637	
Property owner			MADERA COMMUNITY HOSPITAL	1250 E ALMOND AVE	MADERA	CA	93637	
Property owner			MADERA JOSE R ETAL	17462 BALDWIN STREET	MADERA	CA	93637	
Property owner			MADERA PRODUCE CO INC	701 S GATEWAY DR	MADERA	CA	93637	
Property owner			MADRIGAL RAFAEL & ANA	19276 AVENUE 17 1/2	MADERA	CA	93637	
Property owner			MAGANA MIGUEL & LEONOR	22367 FAIRMEAD BLVD	CHOWCHILLA	CA	93610	
Property owner			MAHAN WILMA L	16706 HARPER BLVD	MADERA	CA	93638	
Property owner			MAKINSON B L & SHIRLEY	40 E 13TH ST	MERCED	CA	95340-6206	
Property owner			MAKINSON B L & SHIRLEY J	2856 WHITEGATE DR	MERCED	CA	95340-2714	
Property owner			MALDONADO CATALINO ETAL	28715 AVENUE 15 3/4	MADERA	CA	93638	
Property owner			MANOUKIAN AWADIS ETAL	792 W BIRCH	CLOVIS	CA	93611	

TYPE	ORGANIZATION	TITLE	NAME	ADDRESS	CITY	STATE	ZIP	EMAIL
Property owner			MANRIQUEZ LAURO	PO BOX 473	MADERA	CA	93638	
Property owner			MANZO ADRIANA L	22323 ARNOTT DR	CHOWCHILLA	CA	93610	
Property owner			MARCHINI DOMENICO A	PO BOX 65	LE GRAND	CA	95333-0065	
Property owner			MARCHINI FARMS LP	14075 LE GRAND RD	LE GRAND	CA	95333-9617	
Property owner			MARCHINI R ENTERPRISES LP	12006 LE GRAND RD	LE GRAND	CA	95333-9708	
Property owner			MARIN ABRAHAM & MARY LOU	218 S E ST	MADERA	CA	93638	
Property owner			MARINO ALBERT G	2830 S STATE HIGHWAY 99	MERCED	CA	953409574	
Property owner			MARISCOTT ROBERT & HELEN TR ETAL	209 HILTON STREET	MADERA	CA	93637	
Property owner			MARISCOTT ROBERT & HELEN TR ETAL	19742 HIGHWAY 99	MADERA	CA	93637	
Property owner			MARTA TERRY LEE TRUSTEE	9802 BOAT CLUB DR	SNELLING	CA	95369-9600	
Property owner			MARTIN & RUST TRUST	300 N E ST	MADERA	CA	93638	
Property owner			MARTINELLI DERNIA TRUSTEE	2949 EVELYN AVE	MERCED	CA	95348-2002	
Property owner			MARTINEZ IGNACIO Z ETAL	18850 AVENUE 23	CHOWCHILLA	CA	93610	
Property owner			MARTINEZ MARCIANO & ELIDIA P	4112 MARSHALL ST	LE GRAND	CA	95333-9632	
Property owner			MARTINEZ PAUL	24004 MALIBU ROAD	HAYWARD	CA	94545	
Property owner			MASSASSO JUANITA R TRUSTEE	1244 LA PLAYA CT	MERCED	CA	95348-1850	
Property owner			MASSETTI GLORIA & ANGELO FRANK TR	105 S PARK DRIVE	MADERA	CA	93637	
Property owner			MAXWELL CONSTRUCTION INC	1594 W 18TH ST	MERCED	CA	95340-4405	
Property owner			MAY BILLY DON ETAL	1761 ROAD 24	MADERA	CA	93638	
Property owner			MC CORMICK HADASSAH L	1130 COUNTRY CLUB DRIVE #158	MADERA	CA	93638	
Property owner			MC DANIEL MATT	24311 SANTA FE DR	CHOWCHILLA	CA	93610	
Property owner			MC DONALD MARY COLTER TR ETAL	2 ISABELLA AVENUE	ATHERTON	CA	94027	
Property owner			MC GAHEY MARY	41667 TRENOUTH ST	FREMONT	CA	94538	
Property owner			MCAFFEE JOHN J & YBARRA ERIKA L	2862 LA CRESENTA AVE	MERCED	CA	95348-1339	
Property owner			McCANN MARK J & NAOMI R	3236 E WESTFALL RD	MARIPOSA	CA	95338-9009	
Property owner			MCOLLOCH JAMES & DONNA TRUSTEE	PO BOX 996	CHOWCHILLA	CA	93610	
Property owner			MCCORMICK ALFRED STEPHEN	1249 NORTH ADOLINE	FRESNO	CA	93728	
Property owner			MCDANIEL JAMES G & HERTA CO-TRUSTEES	944 W 24TH ST	MERCED	CA	95340-3543	
Property owner			MCFADDEN CHRISTINE B TRUSTEE	58 W 16TH ST	MERCED	CA	953404934	
Property owner			MCGARRY RUSSELL CHARLES JR	1530 W 16TH ST	MERCED	CA	95340	
Property owner			MCGARRY RUSSELL CHARLES JR	1590 W 16TH ST	MERCED	CA	95340	
Property owner			MCGRAW WILLIAM MICHAEL	1199 PASEO VERDE DR	MERCED	CA	95348	
Property owner			MCMONEGAL PATRICIA J TRUSTEE	2837 LOMINA AVE	LONG BEACH	CA	90815-1118	
Property owner			MCMURTRY CLYDE W & ELIZABETH N TRUSTEES	1090 BURCHELL AVE	LE GRAND	CA	95333-9604	
Property owner			MCNEAL GEORGE H TRUSTEE	8027 PINOY NOIT CT	SAN JOSE	CA	95135	
Property owner			MCWILLIAM-MONTES MARGARET L	3180 GIANNINI RD	ATWATER	CA	95301-9538	
Property owner			MEDERS JOHN Q JR	27299 SANTA FE DR	CHOWCHILLA	CA	93610	
Property owner			MEDINA ALBERTA O	PO BOX 323	PLANADA	CA	95365-0323	
Property owner			MEDLEY DAVID L & LECOCQ KAREN E	2408 MARTIN LUTHER KING JR WAY	MERCED	CA	95340	
Property owner			MEISNER DENNIS A JR TRUSTEE	30166 AVENUE 11	MADERA	CA	93637	
Property owner			MEISTER MARTIN A & LESLIE M	3363 CALAVERAS CT	MERCED	CA	95340-0906	
Property owner			MEJIA HECTOR	417 S GATEWAY DR	MADERA	CA	93637	
Property owner			MELGOZAAN FERNANDO ETAL	14647 ROAD 28	MADERA	CA	93638	
Property owner			MELLO ANTHONY M III & HEATHER JEAN ETAL	27182 SANTA FE DR	CHOWCHILLA	CA	93610	
Property owner			MENDIETA JORGE Z	2875 LA PALMA AVENUE	MERCED	CA	95340	
Property owner			MENDOZA MANUEL	4669 E KAVILAND AVE	FRESNO	CA	93725	
Property owner			MENDOZA RUBEN M & MARIA I	2681 BARDOLINO DR	LIVINGSTON	CA	95334-9475	
Property owner			MENDOZA SERGIO & GRACIELINA	16482 HARPER BLVD	MADERA	CA	93637	
Property owner			MERCED CITY SCHOOL DISTRICT	555 E 22ND ST	MERCED	CA	953404022	
Property owner			MERCED COUNTY	2222 M ST	MERCED	CA	953403729	
Property owner			MERCED FUNERAL CHAPEL A CORPORATION	1494 B ST	MERCED	CA	95340	
Property owner			MERCED MILLING COMPANY LLC	40 N MARKET ST	PLANADA	CA	95365	
Property owner			MERCED PROPERTY LLC	140 SO LAKE AVE STE 319	PASADENA	CA	91101	
Property owner			METCHIKOFF MIKE P & HELEN TRUSTEE	1904 W PARK DRIVE	MADERA	CA	93637	
Property owner			MEYER WILLIAM H & BARBARA F	9865 BOAT CLUB DR	SNELLING	CA	95369	
Property owner			MEZA HERMINIA ETAL	9620 GOLDEN STATE BLVD	MADERA	CA	93637	
Property owner			MEZA NORMA	26849 MERRIL AVE	MADERA	CA	93638	
Property owner			MILBURN DONALD L	7509 RD 34	MADERA	CA	93638	
Property owner			MINETTI JOHN TRUSTEE	2999 EVELYN AVE	MERCED	CA	95348-2002	
Property owner			MINOR VINCENT & DELIA	5762 E STATE HIGHWAY 140	MERCED	CA	95340-9302	
Property owner			MIRACLE JOHN & GLORIA L	PO BOX 59	MADERA	CA	93639-0059	
Property owner			MIRELEZ RICHARD DELGADO & JUANITA	17555 ROAD 27	MADERA	CA	93638	
Property owner			MIRELEZ RICHARD JR & TRESSI ANN	18920 HANOVER DRIVE	MADERA	CA	93638	
Property owner			MITCHELL DANIEL V	26805 CHOWCHILLA BLVD	CHOWCHILLA	CA	93610	
Property owner			MITCHELL JAMES R & KATHLEEN G	1644 MONDO DR	MERCED	CA	953403277	
Property owner			MITCHELL ROBERT & JULI	2650 W SHAW AVENUE #102	FRESNO	CA	93711	
Property owner			MOCKUS VICTOR & MARI TRUSTEES	973 VERMONT DR	MERCED	CA	95340-2524	
Property owner			MOHAMED ABDO N & SITRA TRUSTEES	1504 STRETCH RD	MERCED	CA	95340-4136	
Property owner			MOISA GILBERT	26391 OLD MILL DRIVE	MADERA	CA	93638	
Property owner			MOJICA SAMUEL & CECILIA VYETTE	95 E 23RD ST	MERCED	CA	95340-3946	
Property owner			MOLINA GUSTAVO R & RUTH R	572 SAUCITO	SALINAS	CA	93906	
Property owner			MOLLET ROBERT D & MARY PAULINE	18954 HANOVER DR	MADERA	CA	93638	
Property owner			MONTALVO FRED & DENISE	440 LINE ST	HOLLISTER	CA	95023-3614	
Property owner			MONTALONGO TONY P & VERA M TR	8805 ROAD 33 1/2	MADERA	CA	93638	
Property owner			MONTES EFRAIN & CARMEN	1404 W 24TH ST	MERCED	CA	95340-3448	
Property owner			MONTES RAQUEL V	16632 HARPER BLVD	MADERA	CA	93638	
Property owner			MONTGOMERY LOE RESSIE TR	3152 DUBLIN CT	SO SAN	CA	94080	
Property owner			MONZON ELADIO	16818 HARPER BOULEVARD	MADERA	CA	93638	
Property owner			MOOREHEAD DONALD E & ZULEMA M	1413 W 25TH ST	MERCED	CA	95340	
Property owner			MORALES CARMEN	17786 ROAD 27	MADERA	CA	93638	
Property owner			MORALES VICTOR J & LILLIAN	1075 W NORTH BEAR CREEK DR	MERCED	CA	953482511	
Property owner			MORAN FRANCISCO N	15577 ROAD 29	MADERA	CA	93638	
Property owner			MOREIRA JAMBLER B ETAL	2030 VARBELLA PARK	MADERA	CA	93638	
Property owner			MORENO SALVADOR PATRICK & GERRIE DIANE	2285 YOSEMITE PKWY	MERCED	CA	95340-4334	
Property owner			MORGANTI MARIO ETAL	6702 HEATHFIELD DR	SAN JOSE	CA	95120	
Property owner			MORRIS GEORGE E ETAL	23653 CHOWCHILLA BLVD	CHOWCHILLA	CA	93610	
Property owner			MORRIS STEPHEN J	1622 TAMWORTH CT.	MERCED	CA	95340	
Property owner			MUNETON SANTOS & ELENA	18124 VARDEN DR	MADERA	CA	93638	
Property owner			MUNN CHARLES ETAL	16868 HARPER BLVD	MADERA	CA	93638	
Property owner			MUNN CHARLES L	16868 HARPER BLVD	MADERA	CA	93637	
Property owner			MUNOZ PHILLIP & JOSIE	16237 SHARON BLVD	MADERA	CA	93638	
Property owner			MURATORE CAESAR J & CYNTHIA M TRUSTEES	2185 CAMBRIDGE DR	MERCED	CA	953409730	
Property owner			MUSSOTTO ALEXANDER & ROSE A TRUSTEE	1401 W NORTH BEAR CREEK DR	MERCED	CA	95348-1410	
Property owner			MYERS JAMES W & KAREN S	101 S GATEWAY DR	MADERA	CA	93637	
Property owner			MYERS MARTY	2334 S ST	MERCED	CA	95340-3561	
Property owner			NASH LAVIDA	26174 WAYSIDE DR	MADERA	CA	93637	
Property owner			NASSAR THEODORE R & AIDA	13286 GOLDEN STATE BLVD	MADERA	CA	93637	
Property owner			NAVA ILDEFONSO & MARIA D	4970 E HIGHWAY 140	MERCED	CA	95340-8471	
Property owner			NAVARREZ MANUEL & LETICIA ETAL	25122 BERKELEY DR	MADERA	CA	93638	
Property owner			NELSON STEVEN J & JASLEEN	430 E H ST APT 1208	CHULA VISTA	CA	91910-7464	
Property owner			NEWMAN LAWRENCE W & SHAWNNA M	PO BOX 462	LE GRAND	CA	95333-0462	
Property owner			NGUYEN NAM HUU & NG A THI DANG	1130 COUNTRY CLUB DR	MADERA	CA	93637	
Property owner			NOLL DONALD J	2341 Q ST	MERCED	CA	95340-3534	
Property owner			NORTH RANCH DEVELOPMENT PARTNERS LP	P O BOX 1360	PLEASANTON	CA	94566	
Property owner			NUNES ANTONIO & FILOMENA	1730 HEALY RD	MERCED	CA	953409007	
Property owner			NUNES MANUEL ALBERTO & MARIA HELENA	278 AVENUE 24	CHOWCHILLA	CA	93610	
Property owner			NUNEZ JOSE & MARICELA	1571 DALE AVE	MERCED	CA	95340-4157	
Property owner			NUNO PRIMITIVO SR & GENOVEVA	24350 ROAD 19	CHOWCHILLA	CA	93610	
Property owner			O NEILL EDWARDS RANCH ENTERPRISES	21487 FAIRMEAD BLVD	CHOWCHILLA	CA	93610	
Property owner			OASIS FOODS INC A CORPORATION	PO BOX 217	PLANADA	CA	95365-0217	
Property owner			OBERTI ALESSINI INVESTMENTS ETAL	425 N GATEWAY DR	MADERA	CA	93637	
Property owner			OBERTI FARMS LTD	P O BOX 1167	MADERA	CA	93639	
Property owner			OCAMPO VERDELL TR ETAL	36887 IMMIGRANT ROAD	PLEASANT HILL	OR	91455	
Property owner			OCHOA ALEJANDRO & MARTHA	200 NORTH E STREET	MADERA	CA	93638	
Property owner			OCHOA ALFONSO ETAL	128 E STREET	MADERA	CA	93638	
Property owner			OCHOA BENJAMIN	337 WALLACE AVE	MADERA	CA	93638	
Property owner			OFFICE OF 1ST PRESIDING WAYNE RULON BEVAN	1350 CENTERVILLE LN TRLR 13	GARDNERVILLE	NV	894109749	
Property owner			ONSUREZ ABEL R JR	16601 CHAPIN ST	MADERA	CA	93638	
Property owner			ORTIZ CLAUDIO ETAL	2062 VARBEL PARK	MADERA	CA	93638	
Property owner			OSEGUERA EFRAIN	2774 E STATE HIGHWAY 140	MERCED	CA	95340-9302	
Property owner			OSEGUERA HECTOR O & CISNEROS MARIA G	PO BOX 73	PLANADA	CA	95365-0073	
Property owner			P & P INVESTMENTS	9505 ROAD 30 1/2	MADERA	CA	93637	
Property owner			P CULOTTA & CO LTD	28579 AVENUE 12 1/2	MADERA	CA	93637	
Property owner			P R FARMS INC	2917 E SHEPHERD AVE	CLOVIS	CA	93611	
Property owner			PACIFIC ETHANOL INC	31470 AVENUE 12	MADERA	CA	93638	
Property owner			PACIFIC GAS & ELECTRIC	PO BOX 770000	SAN FRANCISCO	CA	941770001	
Property owner			PALACIOS CESAR & BLANCA	2125 OAKWOOD DR	EAST PALO ALTO	CA	94303	
Property owner			PALACIOS XENIA	1845 DALE AVE	MERCED	CA	95340	
Property owner			PALEY PETER A & CATHERINE E	PO BOX 3430	SANTA BARBARA	CA	93130-3430	
Property owner			PANDIT PARIMAL T	5077 WOODBRAE COURT	SARATOGA	CA	95070	
Property owner			PAOLINELLI KIRK E & KAREN	229 BERRY DRIVE	MADERA	CA	936387	

TYPE	ORGANIZATION	TITLE	NAME	ADDRESS	CITY	STATE	ZIP	EMAIL
Property owner			PAR LEAR FARMS	PO BOX 13102	FRESNO	CA	93794-3102	
Property owner			PARISH CHARLES A & SANDRA J TRUSTEE	4498 E STATE HIGHWAY 140	MERCED	CA	95340-9388	
Property owner			PARKER GARY H & JANNA S	1490 E SANTA FE AVE	MERCED	CA	95340-4133	
Property owner			PARKER GERALD B & MARY LOU	2826 SANTA CRUZ CT	MERCED	CA	95340-2672	
Property owner			PARKER LOREN & LAUREL ANN	2221 SANTA FE AVE	LE GRAND	CA	95333-9662	
Property owner			PARLE GREGORY D & KARA F	640 W 16TH ST	MERCED	CA	95340-4721	
Property owner			PARNAGIAN PHILIP & FLORENCE	517 N GOLF LINKS	FRESNO	CA	93727	
Property owner			PARRACK KAREN D	18051 VARDEN COURT	MADERA	CA	93638	
Property owner			PASSARINO DONALD	3180 E STATE HIGHWAY 140	MERCED	CA	95340	
Property owner			PASTOR RUFINO A & NENITA A	27162 PERKINS RD	MADERA	CA	93637	
Property owner			PATEL ANSUYA	12390 GOLDEN STATE BLVD	MADERA	CA	93637	
Property owner			PATTERSON DENNIS M & IRMA	28838 AVENUE 15 1/2	MADERA	CA	93638	
Property owner			PAVEY JEFFREY A & ROSA M	2966 BAKER DR	MERCED	CA	95340-9182	
Property owner			PAZIN & MYERS INC	129 W 15TH ST	MERCED	CA	953406118	
Property owner			PAZIN & MYERS INC	PO BOX 230	MERCED	CA	953410230	
Property owner			PDV HOLDING INC	P O BOX 783	SAN DIEGO	CA	92112	
Property owner			PDV HOLDING INC	9330 BALBOA AVE	SAN DIEGO	CA	92123-1516	
Property owner			PEDROZO JOHN P & KELLY M	3336 THRIFT RD	MERCED	CA	953409020	
Property owner			PEGUERO ALFRED & AURORA TRUSTEES	1234 N ORCHARD DR	MERCED	CA	95340-9314	
Property owner			PELANCONI BRUNO J JR	9777 ROAD 33 1/2	MADERA	CA	93638-8301	
Property owner			PERALTA PISTACHIO GROVES	23400 ROAD 24	MADERA	CA	93638	
Property owner			PEREIDA YESENIA	28205 ELLIS STREET	MADERA	CA	93638	
Property owner			PEREZ ANTONIO & AMADA LIFE ESTATE	PO BOX 1193	PLANADA	CA	95365-1193	
Property owner			PEREZ BECKY	PO BOX 36	MADERA	CA	93639	
Property owner			PEREZ INOCENCIO REYES	16186 RAYMOND ROAD	MADERA	CA	93638	
Property owner			PERICIS JOAQUIN M	33137 AVENUE 9	MADERA	CA	93638	
Property owner			PETERS GLEN A & DARLENE F TRUSTEE	2315 OLD LAKE RD	MERCED	CA	95340-8600	
Property owner			PETERSEN TROY LEE	PO BOX 186	PLANADA	CA	95365-0186	
Property owner			PETTY JOHN THOMAS SR & BETTY JEAN	1022 W 24TH ST	MERCED	CA	95340-3544	
Property owner			PHILLIPS JAMES E	808 W YOSEMITE AVE	MADERA	CA	93637	
Property owner			PHILLIPS JAMES F TRUSTEE	PO BOX 187	PLANADA	CA	95365-0187	
Property owner			PHILLIPS MICHAEL B & CYNTHIA D	5670 E STATE HIGHWAY 140	MERCED	CA	95340-9437	
Property owner			PICK A PART AUTO WRECKING ETAL	2274 E MUSCAT	FRESNO	CA	93725	
Property owner			PIGOTT CHRISTOPHER & GLADYS L	126 E 18TH ST	MERCED	CA	95340-5003	
Property owner			PINEDA JUAN GABRIEL	501 S GATEWAY DR	MADERA	CA	93637	
Property owner			PINTO ARMANDO M & CARMELITA S	17142 AVE 24 1/2	CHOWCHILLA	CA	93610	
Property owner			PINTO OSCAR	26267 OLD MILL DRIVE	MADERA	CA	93638	
Property owner			PIPES PATRICK W & CAROLYN J	500 S D ST	MADERA	CA	93638	
Property owner			PISTACCHIO JOSEPH M	7163 N WARREN AVE	FRESNO	CA	93711	
Property owner			PISTORESI JULIO & MARION TRUSTEE	29808 AVENUE 12	MADERA	CA	93638	
Property owner			PISTORESI ROSELIA	17242 ISALND DR	MADERA	CA	93638	
Property owner			PISTORESI VINEYARDS INC ETAL	29808 AVE 12	MADERA	CA	93638	
Property owner			PLUMB STEVE A ETAL	16884 AVELLAR DRIVE	MADERA	CA	93638	
Property owner			POLZINE MARI JANE	651 PARK ST	TULARE	CA	95380	
Property owner			PONZO JIM V TR ETAL	34402 AVE 9	MADERA	CA	93637	
Property owner			POSADA MARGARITA V	83 E OXFORD ST	CHULA VISTA	CA	91911	
Property owner			PRADO JAVIER M	196 STONEHEDGE PLACE	WOODBURN	OR	97071	
Property owner			PRESTON EMERY RUSSELL	17626 BRITTON RD	DOS PALOS	CA	93620-9736	
Property owner			PRICE JOANN K & GARY L	19447 ROAD 25	MADERA	CA	93638	
Property owner			PROTHRO JOE EDWIN & SANDRA JEANNE	1442 W 25TH ST	MERCED	CA	95340-3455	
Property owner			PRUITT GARY L	1591 DALE AVE	MERCED	CA	95340-4157	
Property owner			PRUITT MELVIN B	PO BOX 973	PLANADA	CA	95365-0973	
Property owner			PULIDO JOSEPHINE	149 E 23RD ST	MERCED	CA	95340-3948	
Property owner			PURCELL WALTER & DEMAMI MAKEBA	PO BOX 1495	MERCED	CA	95341	
Property owner			QUEJADO VIRGLIO R & MARTHA G	1568 WILLOWBROOK DR	MERCED	CA	95348-1342	
Property owner			QUIGLEY DONALD R & ELLA L	9545 SANTA FE AVE	LE GRAND	CA	95333-9609	
Property owner			QUINLAN CHARLES L & KIRSTEN J ETAL	8455 N MILLBROOK AVE STE 108	FRESNO	CA	93720-2152	
Property owner			QUINTANILLA RODMIMO	18158 VARDEN DRIVE	MADERA	CA	93638	
Property owner			RAINBOW ORCHARDS IV LLC	85 AUSTIN BLVD	COMMACK	NY	11725-5701	
Property owner			RAKKAR RAJ	5047 W MINAETS	FRESNO	CA	93722	
Property owner			RAMIREZ ADOLFO JR & VERONICA	2872 LA CRESENTA AVE	MERCED	CA	95348-1339	
Property owner			RAMIREZ BART	4072 WILSON ST	LE GRAND	CA	95333-9673	
Property owner			RAMIREZ GREGORY M & CHERYL L TRUSTEE	2042 PEBBLE BEACH CT	MERCED	CA	95348	
Property owner			RAMIREZ JOSE CARDENAS & HERMINIA C CARDENAS	16845 HARPER BLVD	MADERA	CA	93638	
Property owner			RAMIREZ MANUEL	4104 MARSHALL ST	LE GRAND	CA	95333-9632	
Property owner			RAMIREZ ROLAND	2141 LEGENDS CT	MERCED	CA	953400740	
Property owner			RAMOS MARIO	17451 AVENUE 24 1/2	CHOWCHILLA	CA	93610	
Property owner			RAMOS NICOLAS & ANDREA M ESTATE OF	1551 DALE AVE	MERCED	CA	95340-4157	
Property owner			RANGEL RAMON T & RAMONA A	9510 GOLDEN STATE BLVD	MADERA	CA	93637	
Property owner			RANKIN JONATHAN W	PO BOX 55517	SHERMAN OAKS	CA	91413-0517	
Property owner			RAZZARI TIMOTHY F & BILLIE K CO-TRUSTEES	PO BOX 1271	MERCED	CA	953411271	
Property owner			REDEVELOPMENT AGENCY OF CITY OF MERCED	PO BOX 2068	MERCED	CA	953440068	
Property owner			REDEVELOPMENT AGENCY OF CITY OF MERCED	678 W 18TH ST	MERCED	CA	953404708	
Property owner			RENTALS U S INC	PO BOX 122283	FORT WORTH	TX	761212283	
Property owner			RENTERIA ENRIQUE & ALMA D	30722 AVENUE 10	MADERA	CA	93638	
Property owner			REYES FELIPE I & LETICIA ISABEL VALDIVIA	26311 OLD MILL DR	MADERA	CA	93638	
Property owner			RICH LEONARD JR & PATRICIA LOUISE CO-TRUS	1489 E SOUTH BEAR CREEK DR	MERCED	CA	953403201	
Property owner			RICH LEONARD JR & PATRICIA LOUISE TRUSTEE	PO BOX 2469	MERCED	CA	95344-0469	
Property owner			RICHARDSON MERRILL E & PALVIN L	16618 HARPER BLVD	MADERA	CA	93638	
Property owner			RIDENOUR ENTERPRISES INC A CORPORATION	3265 W ASHLAN AVE	FRESNO	CA	93722-4402	
Property owner			RIEMER LESTER D & KATHLEEN L TR	21690 AVENUE 26 1/2	CHOWCHILLA	CA	93610	
Property owner			RIO S MARIO V ETAL	24285 CHOWCHILLA BLVD	CHOWCHILLA	CA	93610	
Property owner			RIVERA SERAFIN	PO BOX 3513	MERCED	CA	95344-1513	
Property owner			RIVERA VICTOR MORENO	2891 LA CRESENTA AVE	MERCED	CA	95348-1339	
Property owner			RIVERS SHANE & RENE	7313 RIVER RD	OAKDALE	CA	95361-9701	
Property owner			ROACH JIM & YONONA	2746 BAKER DR	MERCED	CA	95340-9180	
Property owner			ROACH MARY OZELLA	2800 BAKER DR	MERCED	CA	95340	
Property owner			ROBERTS ROY & DOLORES	16340 GOLDEN STATE BLVD	MADERA	CA	93637	
Property owner			ROBERTSON GARY W & PATTY J VANLOBENSELS	420 BLUFF CT	LOS BANOS	CA	93635-5118	
Property owner			ROBERTSON PHILLIP ETAL	1022 24TH STREET	OAKLAND	CA	94607	
Property owner			ROBLEDO SANTOS & LUPE	301 N GATEWAY DR	MADERA	CA	93637	
Property owner			ROCHA JOHN C JR & ANGELINA D	4212 PAQUERETTE CIR	MODESTO	CA	95356-9317	
Property owner			RODRIGUEZ ALFONSO SR & ROSA C	494 N EASY ST	MERCED	CA	95340-9389	
Property owner			RODRIGUEZ ARMANDO & VIOLA	1633 E SHAWY SUITE 138	FRESNO	CA	93710-8193	
Property owner			RODRIGUEZ AURELIA M TRUSTEE	PO BOX 946	PLANADA	CA	95365-0946	
Property owner			RODRIGUEZ FRANK & VIRGINIA	PO BOX 86	PLANADA	CA	95365-0086	
Property owner			RODRIGUEZ JEWEL	27611 AVE 17	MADERA	CA	93638	
Property owner			RODRIGUEZ JOSE G & MARIA CARMEN	6195 E 6TH ST	LONG BEACH	CA	90803-2115	
Property owner			RODRIGUEZ JOSE LARA	11687 ROAD 27 1/2	MADERA	CA	93637	
Property owner			RODRIGUEZ JUAN	1777 DALE	MERCED	CA	95340	
Property owner			RODRIGUEZ FERNANDO & EVANGELINA	3793 AVOCET DR	MERCED	CA	95340	
Property owner			ROEMHILDT SHERMAENE DENAIR	645 BARNEY ST	MERCED	CA	95340-4042	
Property owner			ROGERS JAMES L & VICKY LYNN	18890 HANOVER DR	MADERA	CA	93638	
Property owner			ROLFE TOBY	221 AIRPARK RD	ATWATER	CA	95301-9535	
Property owner			ROLLINS ROBERT A	16756 HARPER BLVD	MADERA	CA	93638	
Property owner			ROMERO ANGEL H	5480 S BAXTER RD	LE GRAND	CA	95333	
Property owner			ROMERO JOEL & RAMIREZ EVA	8340 FOREST ST	GILROY	CA	95020-4536	
Property owner			ROMERO RAMON & PORFIRIA RODRIGUEZ	295 E 23RD ST	MERCED	CA	95340-3950	
Property owner			ROSALES NICOLAS F & MARIA T	PO BOX 622	PLANADA	CA	95365-0622	
Property owner			ROSCOVER KATHLEEN	1520 W 24TH ST	MERCED	CA	95340-3449	
Property owner			ROSE MADELEINE S TRUSTEE	5971 DRYTOWN PL	SAN JOSE	CA	95120	
Property owner			ROSENBALM DWAYNE TRUSTEE	13151 GOLDEN STATE BLVD	MADERA	CA	93637	
Property owner			RUIZ BERTHA	1123 BARNEY ST	MERCED	CA	95340-4114	
Property owner			RUIZ LADISLAO SANCHEZ & OFELIA REDONDO	PO BOX 525	PLANADA	CA	95365-0525	
Property owner			RUIZ VICTOR	4105 W PROVIDENCE	FRESNO	CA	93722	
Property owner			RYAN FAMILY TRUST ETAL	PO BOX 186	BEULAH	WY	82712	
Property owner			RYLAND ROBERT P & PENNY	305 E 23RD ST	MERCED	CA	95340-3952	
Property owner			SAGUN PATRICIO HERNANDEZ ETAL	21855 FAIRMead BLVD	CHOWCHILLA	CA	93610	
Property owner			SAHAJIAN BROS FARMS	11687 RD 27 1/2	MADERA	CA	93637	
Property owner			SALAZAR ARACELI B	26896 TREMAINE AVENUE	MADERA	CA	93638	
Property owner			SALCIDO REGINALD RAUL ETAL	11144 IOWA AVE	MADERA	CA	93638	
Property owner			SALCIDO SALVADOR SR & GUILLERMA	3880 E STATE HIGHWAY 140	MERCED	CA	95340-9161	
Property owner			SALINAS BARTOLO	16424 RAYMOND RD	MADERA	CA	93638	
Property owner			SALMANS VIRGINIA L	2341 P ST	MERCED	CA	95340-3525	
Property owner			SAMARIN KATRIEN ETAL	10484 N SINCLAIR CIR	FRESNO	CA	93720-3488	
Property owner			SANCHEZ GABRIEL & MAGDALENA	16470 HARPER BLV	MADERA	CA	93638	
Property owner			SANCHEZ JESUS JR	2864 LA PALMA AVE	MERCED	CA	95348-1338	
Property owner			SANCHEZ LEONEL & MARIA T	1244 W 24TH ST	MERCED	CA	95340-3446	
Property owner			SANCHEZ MANUEL J	925 W SANTA FE AVE	MERCED	CA	95340-3568	
Property owner			SANCHEZ PEDRO C	8139 ROAD 32	MADERA	CA	93637	
Property owner			SANCHEZ SANTIAGO	7304 N ANTIOCH	FRESNO	CA	93722	

TYPE	ORGANIZATION	TITLE	NAME	ADDRESS	CITY	STATE	ZIP	EMAIL
Property owner			SANCHOTENA JEAN PIERRE & ADELAIDA	4 KINGS AVE	CHOWCHILLA	CA	93610	
Property owner			SANDERS CONNIE V	462 N QUINLEY RD	ATWATER	CA	95301	
Property owner			SANDERSON MORIALEAN	1236 E SAN BRUNO AVE	FRESNO	CA	93710-7111	
Property owner			SANDERSON WILLIAM H ETAL	8381 ROAD 34	MADERA	CA	93638	
Property owner			SANDOVAL DOLORES	PO BOX 1648	PLANADA	CA	95365-1648	
Property owner			SANTA FE AERO VISTA LLC	11141 CHILDS AVE	LE GRAND	CA	95333	
Property owner			SANTOS CHESTER R & RUTH	599 S GATEWAY DR	MADERA	CA	93637	
Property owner			SAPIEN BENNIE J & CELINA	2690 BAKER DR	MERCED	CA	95340-9179	
Property owner			SARABIA JESUS	PO BOX 1858	GONZALES	CA	93926	
Property owner			SAUNDERS MADGE P	1120 W 24TH ST	MERCED	CA	95340-3545	
Property owner			SAUMVART OF MODESTO A CORPORATION	PO BOX 4278	MODESTO	CA	953524278	
Property owner			SAY CARLOS C MD & LORETTA Y DMD TRUSTEES	329 E BELLEVUE RD	ATWATER	CA	95301-2306	
Property owner			SCHELINDER PHYLLIS J	703 JUNIPER AVE	ATWATER	CA	95301-4100	
Property owner			SCHELINDER WALTER M	815 N COFFEE ST	MERCED	CA	95340-9194	
Property owner			SCHERTZ NEIL DEE & ELIZABETH MARY	2912 TENAYA DR	MERCED	CA	95340-2459	
Property owner			SCHIFF WILLIAM ETAL	1120 N GATEWAY DR	MADERA	CA	93637	
Property owner			SCHLIES EDWARD WILLIAM TRUSTEE	19 GREENS LN	PLEASANTON	CA	94566-9762	
Property owner			SCHMALL RONALD H & JUDITH A TR	33317 AVE 9	MADERA	CA	93637	
Property owner			SCHMIDT GERALD A & ELIZABETH P	233 E 23RD ST	MERCED	CA	95340-3950	
Property owner			SCHMIDT JON	2626 N STATION AVE	ATWATER	CA	95301	
Property owner			SCHOETTLER THOMAS K & ILA J ETAL	26147 CLUB DR	MADERA	CA	93637	
Property owner			SCHODD DIOCESE OF FRESNO EDUCATION CORP	1550 N FRESNO ST	FRESNO	CA	93703-3711	
Property owner			SCUHI ROGER J ETAL	21642 ROAD 14	CHOWCHILLA	CA	93610	
Property owner			SCOTT ERNEST JR & FRETZ-SCOTT ANN	6020 PALM DR	CARMICHAEL	CA	95608	
Property owner			SCOTT PHILLIP RAY & MELINDA A	12718 HIGHWAY 99	MADERA	CA	93637	
Property owner			SEGURA ANITA & AUGUST CHAVEZ CO-TRUSTEES	PO BOX 33	PLANADA	CA	95365-0033	
Property owner			SEILNACHT JANET M TRUSTEE	2469 TUSCANY AVE	MERCED	CA	95340-9371	
Property owner			SENSOURCE COMMUNICATIONS INC	9017 HARVARD AVE	BUENA PARK	CA	90620	
Property owner			SERNA JUAN	2312 CIRCLE DR	MERCED	CA	95340-3966	
Property owner			SETTON REALTY COMPANY INC	85 AUSTIN BOULEVARD	LOMMACK	NY	11725	
Property owner			SHARON FARMS	19025 PANORAMIC DRIVE	MADERA	CA	93638	
Property owner			SHAW TIMOTHY J & PATRICIA A	2861 ARDEN LN	MERCED	CA	953402723	
Property owner			SHAY DARLENE W TRUSTEE	1414 W 24TH STREET	MERCED	CA	95340	
Property owner			SHEBELUT DARWIN G & WILMA M TR	206 REDWOOD DR	MADERA	CA	93637	
Property owner			SHEPHERD KENNETH IRL & TAMARA LEIGH	2906 FRANKLIN RD	MERCED	CA	95348-9436	
Property owner			SHEWEY DAVID E & BILLIE J TRUSTEES	2668 SEAL CT	MERCED	CA	95340-9341	
Property owner			SHIMADA DICK H & FUSAKO TRS	12569 AUBERRY RD	CLOVIS	CA	93612	
Property owner			SHREEVE DORIS T	655 BARNEY ST	MERCED	CA	95340-4042	
Property owner			SIDHU NAU-RATTAN K & SINGH JASKIRAT	PO BOX 1373	PLANADA	CA	95365	
Property owner			SIEBERT LAWRENCE & DELSIE TR	33856 AVE 9	MADERA	CA	93638	
Property owner			SILVA GILBERT LOPEZ & ELISA	PO BOX 282	LE GRAND	CA	95333-0282	
Property owner			SILVA RONALD ALBERT ETAL	440 N 3RD ST	CHOWCHILLA	CA	93610	
Property owner			SILVEIRA MAXIMINIO & MARIA M	4210 LINGARD RD	MERCED	CA	953409026	
Property owner			SILVEIRA MAXIMINO & MARIA M	4640 LINGARD RD	MERCED	CA	953409024	
Property owner			SIMMS JAMES MAXWELL & WILDA MAE	2345 V ST	MERCED	CA	95340-3421	
Property owner			SINGH JASKIRAT & SIDHU NAU RATTAN K	PO BOX 1373	PLANADA	CA	95365	
Property owner			SKELTON DANNY	26805 ROAD 15	CHOWCHILLA	CA	93610	
Property owner			SLAGTER FREDERIK T & COLLEEN R	2341 N ST	MERCED	CA	95340-3616	
Property owner			SLAM CLAM INC	2523 SIERRA MODRE AVENUE	CLOVIS	CA	93611	
Property owner			SMILEY DARRELL W & CHARLENE R	1480 W 16TH ST	MERCED	CA	953404429	
Property owner			SMITH DERO	PO BOX 1166	MARVELL	AR	72366-1166	
Property owner			SMITH GREGORY A & WENDY A	26287 CLUB DRIVE	MADERA	CA	93638	
Property owner			SMITH JAMES W & DARLENE TRS	18919 AVE 23	CHOWCHILLA	CA	93610	
Property owner			SMITH JANETTE L	PO BOX 378	LE GRAND	CA	95333-0378	
Property owner			SMITH MARTHA A	2140 T ST	MERCED	CA	95340-3480	
Property owner			SMITH MICHAEL D & SANDRA K	18830 GOLDEN STATE BLVD	MADERA	CA	93637	
Property owner			SMITH PHYLLIS J TRUSTEE	2835 E STATE HIGHWAY 140	MERCED	CA	95340-9173	
Property owner			SMITH RONALD W & ANN E TRUSTEES	5421 MULBERRY AVE	ATWATER	CA	953019441	
Property owner			SMITH THANH TRUSTEE	8207 MERCEDES	WINTON	CA	95388	
Property owner			SMOTHERS CURTIS R ADMIN	5849 BUENA VISTA AVE	OAKLAND	CA	94618	
Property owner			SMOTHERS WILLIAM W & HEATHER M	936 W 24TH ST	MERCED	CA	95340	
Property owner			SNYDER LEASING A PART	13502 HAMBURGER LN	BALDWIN PARK	CA	917065885	
Property owner			SOLIS OSCAR	26339 OLD MILL DR	MADERA	CA	93638	
Property owner			SOLORIO CRUZ & GABRIELA G	26125 EL PASO	MADERA	CA	93638	
Property owner			SORIA DAVID & SANDRA G	2420 Q ST	MERCED	CA	95340-3553	
Property owner			SOTO DAVID YBARRA	2345 GLEN AVE	MERCED	CA	95340-4058	
Property owner			SOUNGPNYA HOMPHAT & VIENGVILAY	100 HALSEY CT	HERCULES	CA	94547	
Property owner			SOUZA GEORGE A & LUPE D TRUSTEE	301 W. 18TH STREET	MERCED	CA	95340	
Property owner			SPENCER HARVEY K & VICKI L	4000 MARIPOSA WAY	MERCED	CA	953409789	
Property owner			SPINA GARY A	26454 GREENTREE AVE	MADERA	CA	93638	
Property owner			SPINELLI STEVEN J & KATHLEEN F	2098 G ST	MERCED	CA	95340	
Property owner			SPRADLEY PHYLLIS A & MICHAEL C	23505 SOUTH CHOWCHILLA	CHOWCHILLA	CA	93610	
Property owner			SPURLOCK DORIS TRUSTEE	PO BOX 181	PLANADA	CA	95365-0181	
Property owner			STARKEY ANITA M FARRAR	27366 AVENUE 13	MADERA	CA	93637	
Property owner			STEEL STRUCTURE INC	28859 AVENUE 15 1/2	MADERA	CA	93638	
Property owner			TEESE GEORGE JR & JUNE	26512 GREENTREE AVE	MADERA	CA	93638	
Property owner			STEINER LOUIS J	1890 E GERARD AVE	MERCED	CA	953409069	
Property owner			STENBERG ERLAND L & MARY ANN	4691 CHILENO VALLEY RD	PETALUMA	CA	94952-9429	
Property owner			STERNER JERRY I	PO BOX 880	WINTON	CA	95388-0880	
Property owner			STEWART DONALD JR	2651 COOPER AVE	MERCED	CA	95348	
Property owner			STEWART MARIA G TRUSTEE	19136 GERARD AVE	LE GRAND	CA	95333-9792	
Property owner			STILES RICHARD E & BRENDA G	26325 OLD MILL DR	MADERA	CA	93638	
Property owner			STOBER RICHARD L	7757 ROAD 34	MADERA	CA	93638	
Property owner			STOETZL RALPH L	101 E CENTRAL AVE	MADERA	CA	93638	
Property owner			STOCKLAND KENNETH & RUTH	2706 W ASHLAN AVE #45	FRESNO	CA	93705-1715	
Property owner			STROBEL DAVID E	3779 IPSEN AVE	LE GRAND	CA	953339621	
Property owner			SUBURBAN PROPANE LP	15746 GATEWAY DR	MADERA	CA	93637	
Property owner			SUNSET 1 LLC	135 WEST SHAW SUITE 104	FRESNO	CA	93704	
Property owner			SYRISACK SAKHON	26095 EL PASO PLACE	MADERA	CA	93638	
Property owner			TAFOLLA JORGE ANDRADE & MARIA DE LOURDES	85 E 23RD ST	MERCED	CA	95340-3946	
Property owner			TAKHAR SANTOKH S & MANJIT K	884 MESA VERDE	YUBA CITY	CA	95993	
Property owner			TAKHAR SATNAM S & RUPINDER K	86 DEARWELL WAY	SAN JOSE	CA	951381608	
Property owner			TAMIMI NINIV ETAL	2025 LAKE WIND CT	MODESTO	CA	95355	
Property owner			TAPIA ADRIAN	26849 MERRILL AVE	MADERA	CA	93638	
Property owner			TARVIN MARY R VASQUEZ	1038 W 24TH ST	MERCED	CA	95340-3544	
Property owner			TATE BOBBY E & ALICE M TRUSTEE	22445 RD 18 1/2	CHOWCHILLA	CA	93610	
Property owner			TAYLOR CALVIN RAY & CHARLENE NORMA TRUSTEE	26409 OLD MILL DR	MADERA	CA	93638	
Property owner			TAYLOR VINCENT & TRACY	14399 SILK OAK	MADERA	CA	93637	
Property owner			TEASLEY ESTELLA TR ETAL	1928 OHIO AVE	RICHMOND	CA	94804	
Property owner			TEASLEY LEON & CAROLYNE ETAL	740 SO 41ST ST	RICHMOND	CA	94804	
Property owner			TERRESTRE INC ETAL	35360 AVE 9	MADERA	CA	93638	
Property owner			TERRONES ROBERT & SALLY	2329 P ST	MERCED	CA	95340-3525	
Property owner			TESEI PETROLEUM INC	P O BOX 1263	MADERA	CA	93639	
Property owner			THIARA GURDEV S & SATINDER K TRUSTEES	1205 KIBBY RD	MERCED	CA	95340-9402	
Property owner			THIARA GURDIAL S & SUKHWANT K	1590 MALTA DR	YUBA CITY	CA	95993-1130	
Property owner			THIARA JINDER ETAL	1537 ATKINSON COURT	YUBA CITY	CA	95993	
Property owner			THIARA KULDIP S & HARMINDER K	1590 MALTA DR	YUBA CITY	CA	95993-1130	
Property owner			THINER TINA C	4496 HIRSCH ROAD	MARIPOSA	CA	95338	
Property owner			THOMAS DIANA	PO BOX 1332	MADERA	CA	93639-1332	
Property owner			THOMAS KATHRYN M	11216 IOWA ST	MADERA	CA	93637	
Property owner			THOMAS LARRY K	141 E 23RD ST	MERCED	CA	95340-3948	
Property owner			THOMAS PATRICIA ANN ETAL	1213 FALLBROOK COURT	BONITA	CA	91902	
Property owner			THURMAN RICHARD D	23 W ALEXANDER AVE # 42	MERCED	CA	95348-3404	
Property owner			TIME OIL CO	PO BOX 24447	SEATTLE	WA	98124-0447	
Property owner			TINETTI BARBARA CO-TRUSTEE	2926 G ST	MERCED	CA	953402103	
Property owner			TIRAPELLE LEON & BARBARA C	10776 E KINGS CANYON RD	SANGER	CA	93657	
Property owner			TOLMACHOFF EDDIE N	25933 EL VADO	MADERA	CA	93638	
Property owner			TORRES ANTONIO RANJEL & MARIA IGNACIA	315 SOUTH GARDEN AVENUE #106	FRESNO	CA	93727	
Property owner			TORRES CLAUDIO & EVANGELINA	9456 GOLDEN STATE DR	MADERA	CA	93637	
Property owner			TORRES DEMETRIO GUARDADO	PO BOX 429	PLANADA	CA	95365-0429	
Property owner			TORRES EFRAIN	811 S GATEWAY DR	MADERA	CA	93637	
Property owner			TORRES EFRAIN & MARIA AURORA	811 S GATEWAY DR	MADERA	CA	93637	
Property owner			TORRES GUILLERMO & GRACIELA E	9542 GOLDEN STATE BLVD	MADERA	CA	93637	
Property owner			TORRES JUAN & KATHY	615 W YALE	FRESNO	CA	93705	
Property owner			TORRES JULIUS A	15829 WATSON STREET	MADERA	CA	93638	
Property owner			TORRES RAUL T	18804 GOLDEN STATE BLVD	MADERA	CA	93637	
Property owner			TORRES ROBERTO M	PO BOX 1038	PLANADA	CA	95365-1038	
Property owner			TORRES ROSENDO OSUNA & PATTY M	15882 WATSON	MADERA	CA	93637	
Property owner			TRIGO LAND & CATTLE LLC	32360 AVE 11	MADERA	CA	93638	
Property owner			TURNER PAT M	28750 AVENUE 15 3/4	MADERA	CA	93638	
Property owner			TURPEN TIMOTHY VERN	2333 CIRCLE DR	MERCED	CA	95340-3955	

TYPE	ORGANIZATION	TITLE	NAME	ADDRESS	CITY	STATE	ZIP	EMAIL
Property owner			UDELL VERDELL	36887 IMMIGRANT ROAD	PLEASANT HILL	OR	97455	
Property owner			UNION PACIFIC RAILROAD COMPANY	1545 R ST	MERCED	CA	95340	
Property owner			UNION PACIFIC RAILROAD COMPANY	1544 R ST	MERCED	CA	95340	
Property owner			UNION PACIFIC RAILROAD COMPANY	930 W 16TH ST	MERCED	CA	95340	
Property owner			UNION PACIFIC RAILROAD COMPANY	1543 M ST	MERCED	CA	95340	
Property owner			UNION PACIFIC RAILROAD COMPANY	608 W 16TH ST	MERCED	CA	95340	
Property owner			UNION PACIFIC RAILROAD COMPANY	2695 E MISSION AVE	MERCED	CA	95340	
Property owner			URBIETA GABRIEL RODRIGUEZ	5219 FLEMING RD	ATWATER	CA	95301	
Property owner			URENA JUAN M	PO BOX 11175	FRESNO	CA	93771-1175	
Property owner			URENA RAUL & MARIA OLGA	26856 AVE 18	MADERA	CA	93638	
Property owner			URRUTIA WILLIAM MICHAEL	P O BOX 33	FRIANT	CA	93626	
Property owner			URTEAGA JOAQUIN B & LUCINA P	16768 HARPER BLVD	MADERA	CA	93638	
Property owner			VALDEZ RIGOBERTO & GRACE C	26219 OLD MILL DR	MADERA	CA	93638	
Property owner			VALDEZ RODRIGO & MARIA O	16366 RD 28 1/2	MADERA	CA	93638	
Property owner			VALENZUELA ABEL CAMACHO	17393 RD 27	MADERA	CA	93638	
Property owner			VALENZUELA ELISEO	2258 W ACACIA AVE	FRESNO	CA	93705	
Property owner			VALENZUELA FEDERICO & MARIA F	1840 N COFFEE ST	MERCED	CA	95340-9187	
Property owner			VALENZUELA PAULA	PO BOX 1616	PLANADA	CA	95365-1616	
Property owner			VANZANT CRAIG L & JOYCE L	18920 ZELKOVA WAY	MADERA	CA	93638	
Property owner			VARELA GILBERT & GUADALUPE	121 HILTON	MADERA	CA	93637	
Property owner			VARGAS ELIAS & JOSEFINA	4122 MARSHALL ST	LE GRAND	CA	95333-9632	
Property owner			VARGAS FILEMON & MARIA E	26297 OLD MILLS DR	MADERA	CA	93638	
Property owner			VARNI BROS LLC	400 HOSMER AVE	MODESTO	CA	95351-3920	
Property owner			VASQUES ROBERT M & LUCY M ETAL	16475 FALLEN OAK RD	HACIENDA	CA	91745	
Property owner			VASQUEZ CARLOS	21597 FAIRMEAD BLVD	CHOWCHILLA	CA	93610	
Property owner			VASQUEZ CARLOS & HERMELINDA	22230 ROAD 20	CHOWCHILLA	CA	93610-9621	
Property owner			VASQUEZ JOE	17969 SEABRIGHT DRIVE	MADERA	CA	93637	
Property owner			VASQUEZ MARCOS A ETAL	24169 SANTA FE	CHOWCHILLA	CA	93610	
Property owner			VASQUEZ OCTAVIO	16806 HARPER BLVD	MADERA	CA	93638	
Property owner			VASQUEZ SEBERIANO H & MARIA	PO BOX 243	PLANADA	CA	95365-0243	
Property owner			VERCUZZO ARLENE C	240 E 18TH ST	MERCED	CA	95340-5005	
Property owner			VIERRA ANTHONY L & MARIE F TRUSTEES	23160 WILLIAMS AVE	HILMAR	CA	95324-9604	
Property owner			VILLART WILLIAM A	5708 E HIGHWAY 140	MERCED	CA	95340-9302	
Property owner			VILLAR RAFAEL & CARMEN	2398 OAK AVE	MERCED	CA	95340-4122	
Property owner			VOJE INC	PO BOX 67	PLANADA	CA	95365-0067	
Property owner			VOLPE STEFANO MICHAEL & GLORIA JEAN TRUSTEE	7770 ROAD 33	MADERA	CA	93637	
Property owner			VOTAW ROBERT DAVID & MARIA ELENA	5616 E STATE HIGHWAY 140	MERCED	CA	95340-9437	
Property owner			W L M D A CORPORATION	1715 KIBBY RD	MERCED	CA	95340-9301	
Property owner			WALKER RICHARD A & SUSAN A	2377 ASH AVE	MERCED	CA	95340-4112	
Property owner			WALLACE & SONS A CORPORATION	PO BOX 67	PLANADA	CA	95365-0067	
Property owner			WALLACE OTTIE JOEL & ELIZABETH TRUSTEES	4085 LOS OLIVOS RD	MERCED	CA	95340-8662	
Property owner			WALLACE OTTIE JOEL TRUSTEE	PO BOX 67	PLANADA	CA	95365-0067	
Property owner			WAL-MART REAL ESTATE BUSINESS TRUST	1301 SE 10TH STREET (STORE#01-	BENTONVILLE	AR	72716-0001	
Property owner			WEAVER JACK DOYLE TRUSTEE	24193 CHOWCHILLA BLVD	CHOWCHILLA	CA	93610	
Property owner			WEBBER MARY E	PO BOX 194	LE GRAND	CA	95333-0194	
Property owner			WELDON BRIAN D & CHRISTINA	5486 W SAMPLE AVE	FRESNO	CA	93722	
Property owner			WESTERN AMERICAN DEVELOPMENT A	PO BOX 577374	MODESTO	CA	95357	
Property owner			WESTERN AMERICAN DEVELOPMENT INC	PO BOX 7374	MODESTO	CA	95357	
Property owner			WESTSIDE DEVELOPMENT INC	705 S CALIFORNIA ST	STOCKTON	CA	95203-3706	
Property owner			WHEELER KEVIN & VENUS	543 BARNEY ST	MERCED	CA	95340-4041	
Property owner			WHITE ROCK LAND & CATTLE CO LLC	PO BOX 695	RIPON	CA	95366-0695	
Property owner			WHITSELL LLC	501 N GATEWAY DR	MADERA	CA	93637	
Property owner			WILGENBURG BERT & TANIS	6511 FLINT AVE	HANFORD	CA	932309105	
Property owner			WILLIAMS EVELYN MAY	335 DIANE CT	MERCED	CA	95348-3205	
Property owner			WILLS ALVIN L & BONNIE G	1600 E GERARD AVE	MERCED	CA	953409077	
Property owner			WILSON DAVID ALAN & ANN	10735 MISSION AVE	LE GRAND	CA	95333-9753	
Property owner			WILSON JANET D	922 W 24TH ST	MERCED	CA	95340-3543	
Property owner			WINTERS MAXWELL A & MARGARET M TRUSTEES	1328 W 24TH ST	MERCED	CA	95340-3447	
Property owner			WITTEN SIDNEY H & PAMELA Y DVA	18868 HANOVER DR	MADERA	CA	93637	
Property owner			WOHLBERG KURT & CHARLOTTE	2072 SUMMERSET CT	ATWATER	CA	95301-2630	
Property owner			WONG JAMES CLAYTON TR ETAL	319 N GATEWAY DR	MADERA	CA	93637	
Property owner			WOOD AND SONS LIMITED PARTNERSHIP	5841 MOUNTAIN VIEW	MERCED	CA	95340	
Property owner			WOODS FRANKIE MAE TRUSTEE	615 BARNEY ST	MERCED	CA	95340-4042	
Property owner			WORLD COLOR PRESS INC A CORPORATION	2 HILTON CT	PARSIPPANY	NJ	70540	
Property owner			WRIGHT MITCHELL & DENA	18824 HANOVER DR	MADERA	CA	93638	
Property owner			WRIGHT RON TR ETAL	40183 ROAD 222	BASS LAKE	CA	93604	
Property owner			XIONG MA & YA YANG	373 E 23RD ST	MERCED	CA	95340-3952	
Property owner			YANDOW MARK S & SANDRA L	462 PORTER LN	SAN JOSE	CA	95127-2553	
Property owner			YBARRA FIDEL B	515 SANTA FE AVE	LE GRAND	CA	95333-9752	
Property owner			YLARREGUI RAYMOND & DORA B	216 SOUTH E STREET	MADERA	CA	93638	
Property owner			YOSEMITE PROPERTIES A PARTNERSHIP	PO BOX 4278	MODESTO	CA	953524278	
Property owner			YOUNG LETITA JANEL	1263 W SANTA FE AVE	MERCED	CA	95340-3470	
Property owner			ZAMORA MOISES C & LURDES G	19177 AVENUE 22 3/4	CHOWCHILLA	CA	93610	
Property owner			ZARAGOZA ALFONSO & MARIA G	935 W SANTA FE AVE	MERCED	CA	95340-3568	
Property owner			ZARAGOZA JAVIER & MARIA	PO BOX 522	PLANADA	CA	95365-0522	
Property owner			ZARAGOZA MOISES I & TERESA	2901 LA CRESENTA AVE	MERCED	CA	95348-1339	
Property owner			ZARATE SERGIO ETAL	16518 HARPER BLVD	MADERA	CA	93638	
Property owner			ZEILER DAVID & DIANA	16656 HARPER BLVD	MADERA	CA	93638	
Property owner			ZEINER THOMAS J & DENISE R	1498 HANSEN AVE	MERCED	CA	95340	
Property owner			ZUIDERDUIN MAUDIE L	2360 GREEN ST	MERCED	CA	95340-4119	
Property owner			ZUNIGA GERARDO C & TERESA	9811 HYDE ST	LE GRAND	CA	95333-8707	
Property owner			ZUNIGA JUAN R & TRINIDAD	22480 AVE 19	MADERA	CA	93637	
Property owner				5541 COLUMBIA DR N	FRESNO	CA	93727	
Property owner				P O BOX 1369	FRESNO	CA	93716	
Property owner				7900 W HERNDON	FRESNO	CA	93722	
Property owner				6149 W ASHLAN	FRESNO	CA	93723	
Property owner				7013 N VISTA	FRESNO	CA	93722	
TRANS utility	California-Nevada Super Speed Train	Principal Land Planner		2945 South Western Av.	Los Angeles	CA	90018	
Property owner	Pacific Gas and Electric Company			PO Box 27918	Fresno	CA	93729-7918	
Property owner			ACKERMAN CLAIRE	10905 ROSEDALE HY	BUTTONWILLOW	CA	93206	
Property owner			ADAMS JEAN M TRUSTEE	16661 S FOWLER AVE	SELMA	CA	93662	
Property owner			ADAMS JERRY & MARIAN	2607 14TH AVE	KINGSBURG	CA	93631	
Property owner			AGRIPLUS TRADING INC	7176 E BUTLER	FRESNO	CA	93727	
Property owner			AGUILAR MAXIMO FERMIN ET AL	9925 HOLLAND ST	BAKERSFIELD	CA	933122748	
Property owner			ALEJANDRO MARIUS Y & MELODY D	10608 LA CRESENTA DR	UNION CITY	CA	94587	
Property owner			ALPAUGH IRRIGATION DISTRICT	PO BOX 129	ALPAUGH	CA	93201-0129	
Property owner			ALPAUGH IRRIGATION DISTRICT	P O BOX 129	ALPAUGH	CA	93201-0129	
Property owner			ALPAUGH IRRIGATION DISTRICT	P O BOX 129	ALPAUGH	CA	93201-0129	
Property owner			ALPAUGH IRRIGATION DISTRICT	P O BOX 129	ALPAUGH	CA	93201-0129	
Property owner			ALPAUGH IRRIGATION DISTRICT	P O BOX 129	ALPAUGH	CA	93201-0129	
Property owner			AMASALIAN SANDRA J 2004 TRUST	792 DAVIS DR	DINUBA	CA	93618	
Property owner			AMERICAN SURETY & TRANSFER CO	751 H ST	BAKERSFIELD	CA	93304	
Property owner			ANDRE BROS	3018 GLENNWOOD, %WILLIAM T	TORRANCE	CA	90505	
Property owner			ANDRE BROS	3018 GLENNWOOD CIR, %WILLIAM T	TORRANCE	CA	90505	
Property owner			ANDRE FAMILY RENTALS	1400 G ST	BAKERSFIELD	CA	93306	
Property owner			APARICIO PAUL & ROBY ANJALINE J	2001 COMPASS AV	BAKERSFIELD	CA	93312	
Property owner			APPLEGATE VICTORIA A	184 MESA VERDE WAY	SAN CARLOS	CA	94070	
Property owner			ARAX MANE	2015 E ASHCROFT	FRESNO	CA	93726	
Property owner			ARMENIAN GENERAL BENEVOLENT UNION	% MS A ERGANIAN				
Property owner			ARMSTRONG JOHN W & LINDA L	2810 N VAN NESS BLVD				
Property owner			ARNOLD FRANK & JANE WHITEHURST	10109 HOLLAND ST	BAKERSFIELD	CA	933122710	
Property owner			ARNOLD LEON	1528 N SIERRA VISTA	FRESNO	CA	93703	
Property owner			ARTHUR FLOYD D & BARBARA TRUSTEES -	6549 KENT AVE	HANFORD	CA	93230	
Property owner			ARTHUR FLOYD D & BARBARA TRUSTEES -	3262 E CONEJO AVE	FRESNO	CA	93725	
Property owner			ARTHUR FLOYD D & BARBARA TRUSTEES -	3262 E CONEJO AVE	FRESNO	CA	93725	
Property owner			ASHTON PARK RESIDENTIAL INVESTORS LLC	P O BOX 85104, %THE CORKY	SAN DIEGO	CA	92186	
Property owner			ASKOV FRANCES V LIFE ESTATE -	7218 S CEDAR AVE	FRESNO	CA	93725	
Property owner			ASP SAN DIEGO LLC -	%PALMER & CO/PALMER PLAZA				
Property owner			ASP SAN DIEGO LLC -	1801 W END AVE 16TH FL				
Property owner			ASP SAN DIEGO LLC -	%PALMER & CO/PALMER PLAZA				
Property owner			ASP SAN DIEGO LLC -	1801 W END AVE 16TH FL	FL			
Property owner			ASP SAN DIEGO LLC -	%PALMER & CO/PALMER PLAZA				
Property owner			ASP SAN DIEGO LLC -	1801 W END AVE 16TH FL	FL			
Property owner			ASP SAN DIEGO LLC -	%PALMER & CO/PALMER PLAZA				
Property owner			ASP SAN DIEGO LLC -	1801 W END AVE 16TH FL				
Property owner			ATCHISON TOPEKA & SANTA FE RY CO	5200 E SHEILA ST - ONE SANTA FE	LOS ANGELES	CA	90040	
Property owner			ATWAL RAJINDER S & SATVINDER K	13810 S CHESTNUT	SELMA	CA	93662	
Property owner			ATWELL ISLAND WATER DISTRICT	P O BOX 220	ALPAUGH	CA	93201	
Property owner			ATWELL ISLAND WATER DISTRICT	P O BOX 220	ALPAUGH	CA	93201	

TYPE	ORGANIZATION	TITLE	NAME	ADDRESS	CITY	STATE	ZIP	EMAIL
Property owner			AVAKIAN K DICK TRUSTEE	2126 N VAN NESS BLVD	FRESNO	CA	93704	
Property owner			AVEDIAN NORMAN A TRUSTEE	5903 E BUTLER	FRESNO	CA	93727	
Property owner			AVELINO AUGUSTO S & HARUKO H	11400 PALM AV	DELANO	CA	932159503	
Property owner			AVELINO AUGUSTO S & HARUKO H	11296 PALM AV	DELANO	CA	932159503	
Property owner			AVILA LOUIS A	11455 DOVER AVE	HANFORD	CA	93230	
Property owner			AVILA LOUIS A	11455 DOVER AVE	HANFORD	CA	93230	
Property owner			BAIROS JOHN R & APRIL J	120 E SAGINAW AVE	FRESNO	CA	93725	
Property owner			BAKER MICHELE	3104 SILVER SPUR WY	BAKERSFIELD	CA	93314	
Property owner			BAKERSFIELD CITY EMP FED CR UN	2817 16TH ST	BAKERSFIELD	CA	933013210	
Property owner			BAKERSFIELD COMMUNITY FEDERAL CREDIT UNION	2101 16TH ST	BAKERSFIELD	CA	933013701	
Property owner			BAKERSFIELD QUALITY DISTRIBUTION CENTER	32535 7TH STANDARD RD	BAKERSFIELD	CA	933801557	
Property owner			BAKERSFIELD REDEVELOPMENT AGENCY	1300 Q ST	BAKERSFIELD	CA	93301	
Property owner			BAKERSFIELD REDEVELOPMENT AGENCY	1401 S ST	BAKERSFIELD	CA	93301	
Property owner			BAKERSFIELD REDEVELOPMENT AGENCY	1401 S ST	BAKERSFIELD	CA	93301	
Property owner			BAKERSFIELD REDEVELOPMENT AGENCY	1500 S ST	BAKERSFIELD	CA	93301	
Property owner			BARCELLOS JERRY J & JAIME	14131 RD 88	TIPTON	CA	93272	
Property owner			BARNES JEFFREY ALLAN	10208 HOLLAND ST	BAKERSFIELD	CA	93308	
Property owner			BARNETT LEASING GROUP LLC	WALKER ST	SEATTLE	WA	98177	
Property owner			BARROSA CELERINO E & ROSABEL D	2140 W COLUMBIA WAY	HANFORD	CA	93230	
Property owner			BARRY EDWARD B TRUSTEE	2930 LOCAN	CLOVIS	CA	93611	
Property owner			BARTON LOUISE TR	9831 ENGER ST	BAKERSFIELD	CA	933122714	
Property owner			BARTSCH HARRY	2175 E CLAYTON AVE	FRESNO	CA	93725	
Property owner			BASKIN RICHARD ALLEN TRUSTEE	2666 W MENLO	FRESNO	CA	93711	
Property owner			BASRAON DARSHAN SINGH	14677 S WILLOW	SELMA	CA	93662	
Property owner			BASRAON DARSHAN SINGH	14677 S WILLOW	SELMA	CA	93662	
Property owner			BASSETT EDWARD L & RHONDA	11117 AMEE WY	BAKERSFIELD	CA	93308	
Property owner			BATTH RAGHBIR SINGH & DALJEET K	419 N 4TH ST	FOWLER	CA	93625	
Property owner			BAYOU VISTA DITCH COMPANY	944 WHITLEY AVE	CORCORAN	CA	93212	
Property owner			BAZA NOE & LAURA	2167 W LIBERTY ST	HANFORD	CA	93230	
Property owner			BEDROSIAN TRUCK SERVICE INC	P O BOX 12044	FRESNO	CA	93776	
Property owner			BEEBE SHELTON L & LO ANN E	11908 NEBULA CT	BAKERSFIELD	CA	93312	
Property owner			BELLER SHEILA J	9824 ENGER ST	BAKERSFIELD	CA	933122752	
Property owner			BENITEZ JOSE L & NINA L	11725 STARLIGHT DR	BAKERSFIELD	CA	93312	
Property owner			BERMAN BARRY	3311 TRUXTUN AV	BAKERSFIELD	CA	93309	
Property owner			BERNARDO LEONARD E TRUST	6391 E 1/2 AVE	HANFORD	CA	93230	
Property owner			BETTS DAVID & VERA D TRUSTEES	P O BOX 398	LATON	CA	93242	
Property owner			BETTS PAUL R	P O BOX 327	LATON	CA	93242	
Property owner			BIAGI CURTIS J & CANDACE R	9935 HOLLAND ST	BAKERSFIELD	CA	933122748	
Property owner			BIG WEST OF CALIFORNIA LLC	6451 ROSEDALE HY	OGDEN	UT	84403	
Property owner			BIG WEST OF CALIFORNIA LLC	2201 FRUITVALE AV	OGDEN	UT	84403	
Property owner			BIG WEST OF CALIFORNIA LLC	6065 ROSEDALE HW	OGDEN	UT	84403	
Property owner			BIG WEST OF CALIFORNIA LLC	2201 FRUITVALE S/S AT&SF R/R	OGDEN	UT		
Property owner			BING KONG ASSN OF SAN FRANCISCO	925 CHINA ALLEY	FRESNO	CA	93706	
Property owner			BING KONG BENEVOLENT SOCIETY	921 CHINA ALLEY	FRESNO	CA	93706	
Property owner			BITTLESTON ALLEN & LYNDA REV TRUST	P O BOX 265	BUTTONWILLOW	CA	93206	
Property owner			BLACKSTONE RANCH	P O BOX 160	LEMOORE	CA	93245	
Property owner			BLACKSTONE RANCH	P O BOX 160	LEMOORE	CA	93245	
Property owner			BLACKSTONE RANCH	P O BOX 160	LEMOORE	CA	93245	
Property owner			BLOM GEORGE RAYMOND TRUSTEE	1720 PEARL ST	ALAMEDA	CA	94501	
Property owner			BLOM GEORGE RAYMOND TRUSTEE	1720 PEARL ST	ALAMEDA	CA	94501	
Property owner			BNSF RAILWAY CO	1501 F ST	FORT WORTH	TX	76161	
Property owner			BNSF RAILWAY CO	COMMERCIAL DR	FORT WORTH	TX	76161	
Property owner			BNSF RAILWAY CO	WALKER ST	FORT WORTH	TX	76161	
Property owner			BNSF RAILWAY CO	745 WALKER ST	FORT WORTH	TX	76161	
Property owner			BOGAN ROGER K	P O BOX 45019	FRESNO	CA	93718	
Property owner			BOSSARD NICOLAS & GABRIELLA	P O BOX 5379	FRESNO	CA	93755	
Property owner			BOSSARD NICOLAS & GABRIELLA	P O BOX 5379	FRESNO	CA	93755	
Property owner			BOSWELL J G CO	P O BOX 877	CORCORAN	CA	93212	
Property owner			BOSWELL J G CO	P O BOX 877	CORCORAN	CA	93212	
Property owner			BOSWELL J G CO	P O BOX 877	CORCORAN	CA	93212	
Property owner			BOSWELL J G CO	P O BOX 877	CORCORAN	CA	93212	
Property owner			BOSWELL J G CO	P O BOX 877	CORCORAN	CA	93212	
Property owner			BOSWELL J G CO	P O BOX 877	CORCORAN	CA	93212	
Property owner			BOSWELL J G CO	P O BOX 877	CORCORAN	CA	93212	
Property owner			BOSWELL J G CO	P O BOX 877	CORCORAN	CA	93212	
Property owner			BOSWELL J G CO	P O BOX 877	CORCORAN	CA	93212	
Property owner			BOSWELL J G CO	P O BOX 877	CORCORAN	CA	93212	
Property owner			BOSWELL J G CO	P O BOX 877	CORCORAN	CA	93212	
Property owner			BOSWELL J G CO	P O BOX 877	CORCORAN	CA	93212	
Property owner			BOSWELL J G CO	P O BOX 877	CORCORAN	CA	93212	
Property owner			BOSWELL J G CO	P O BOX 877	CORCORAN	CA	93212	
Property owner			BOWMAN ROBERT F & GLORIA J (CO-TRS)	1203 W HEMLOCK AVENUE	VISALIA	CA	93277	
Property owner			BOYD JAMES ALBERT	1301 S 230TH DR	BUCKEYE	AZ	95326	
Property owner			BOYLE NORA LEE	416 TRUXTUN AV	BAKERSFIELD	CA	93301	
Property owner			BRANNON NICHOLAS P	3403 LIGHT LN	BAKERSFIELD	CA	93312	
Property owner			BRAUN CAROL	12428 EXCELSIOR AVE	HANFORD	CA	93230	
Property owner			BRAZIL ROBERT E	13266 7TH AVE	HANFORD	CA	93230	
Property owner			BRAZIL ROBERT E & LISA	13266 7TH AVE	HANFORD	CA	93230	
Property owner			BRECKENRIDGE MARY	715 FAIRWAY DR	BAKERSFIELD	CA	93301	
Property owner			BRECKENRIDGE MARY	715 FAIRWAY DR	BAKERSFIELD	CA	93301	
Property owner			BREMNER PHILIP A & DAPHNE D	2210 VERDUGO LN	BAKERSFIELD	CA	933143804	
Property owner			BRIDGES DWAYNE	3405 OMEGA CT	BAKERSFIELD	CA	93312	
Property owner			BRIDWELL SERENA D	0909 ROSEDALE HY	BAKERSFIELD	CA	93312	
Property owner			BRIONES MICHELLE I	2194 CHARLIE CHAMBERS DR	HANFORD	CA	93230	
Property owner			BROWN JAMES E & BETTY JO	9931 HOLLAND ST	BAKERSFIELD	CA	933122748	
Property owner			BUFORD MIGUEL	3102 CAMPFIRE DR	BAKERSFIELD	CA	93312	
Property owner			BURGOS ALFONSO JR & LAURA A	2175 W CLARIDGE WAY	HANFORD	CA	93230	
Property owner			BURLINGTON NORTHERN SANTA FE CORP	P O BOX 961057	FORT WORTH	TX	76161-0057	
Property owner			BUSH ANA	1616 U ST	BAKERSFIELD	CA	93313	
Property owner			BUTLER SEAN	11820 CACTUS DR	BAKERSFIELD	CA	93312	
Property owner			BUTTONWILLOW WAREHOUSE COMPANY INC	P O BOX 98	BUTTONWILLOW	CA	93206	
Property owner			BUTTONWILLOW WAREHOUSE COMPANY INC	P O BOX 98	BUTTONWILLOW	CA	93206	
Property owner			C&S LOGISTICS OF FRESNO LLC	7 CORPORATE DR	KEENE	NH	3431	
Property owner			CABELLO ABEL M	14358 S WILLOW	SELMA	CA	93662	
Property owner			CAIRE JOHN JR & ELEANOR TRUSTEES	3865 W LOCUST	FRESNO	CA	93711	
Property owner			CALAVERAS MATERIALS INC	3451 W SHAW AVE	FRESNO	CA	93711	
Property owner			CAL-CLARK FARMS INC	P O BOX 221815	CARMEL	CA	93822	
Property owner			CALIF STATE OF	1807 13TH ST STE 103	SACRAMENTO	CA	95814-7117	
Property owner			CALIF STATE OF	801 K STREET STE 806	SACRAMENTO	CA	95814	
Property owner			CALIF STATE OF	400 P STREET STE 3110	SACRAMENTO	CA	95814	
Property owner			CALIF STATE OF	400 P STREET STE 3110	SACRAMENTO	CA	95814	
Property owner			CALIF STATE OF - DEPT OF FISH AND G	1234 E SHAW AVE	FRESNO	CA	93710	
Property owner			CALIF STATE OF - DEPT OF FISH AND G	1234 E SHAW AVE	FRESNO	CA	93710	
Property owner			CALIF STATE OF DP&R	P O BOX 942896	SACRAMENTO	CA	94296-0001	
Property owner			CALIF STATE OF DP&R	915 CAPITOL MALL RM 110	SACRAMENTO	CA	95814	
Property owner			CALIF STATE OF DP&R	915 CAPITOL MALL RM 110	SACRAMENTO	CA	95814	
Property owner			CALIF STATE OF HIGHWAYS (FEE)	4491 W SHAW AVE	FRESNO	CA	93722	
Property owner			CALIFORNIA DAIRIES INC	ATTN B TWIST P O BOX 11865				
Property owner			CALIFORNIA DAIRIES INC	ATTN B TWIST P O BOX 11865				
Property owner			CALIFORNIA DAIRIES INC	ATTN B TWIST P O BOX 11865				
Property owner			CALIFORNIA DAIRIES INC	ATTN B TWIST P O BOX 11865				
Property owner			CALIFORNIA FIRST BANK	P O BOX 7788	NEWPORT BEACH	CA	92658	
Property owner			CALIFORNIA FIRST BANK	P O BOX 7788	NEWPORT BEACH	CA	92658	
Property owner			CALLENDER HOWARD & SALLY	11916 NEBULA CT	BAKERSFIELD	CA	93312	
Property owner			CAMARILLO DEAN & ELIZABETH	11705 CACTUS DR	BAKERSFIELD	CA	933123312	
Property owner			CAMOU DOMINIQUE	9831 HOLLAND ST	BAKERSFIELD	CA	93312	
Property owner			CAMPOS JAVIER & ELVIA	1792 N CHATEAU WAY	HANFORD	CA	93230	
Property owner			CARADONNA BESS K TRUSTEE	268 W VERMONT	FRESNO	CA	93811	
Property owner			CARAGAN EDESL & ROSELYN	11915 COMPASS AV	BAKERSFIELD	CA	93312	
Property owner			CARDENAS JOSE	11905 NEBULA CT	BAKERSFIELD	CA	93312	
Property owner			CARDOZA JOHNNY J & JOAN I TRUSTEES	388 E KLEPPER	CARUTHERS	CA	93609	
Property owner			CARILLO ALBERTO & GARCIA YESENIA	11804 CACTUS DR	BAKERSFIELD	CA	93312	
Property owner			CARMELITA SIMPSON	547 F ST	FRESNO	CA	93706	
Property owner			CARSON INN INC	801 TRUXTUN AV	DEL MAR	CA	92014	
Property owner			CARSON INN INC	801 TRUXTUN AV	DEL MAR	CA	92014	
Property owner			CARTER DEBBIE	10035 HOLLAND ST	BAKERSFIELD	CA	933122710	
Property owner			CARTER RAY L & JUDY C FAM LTD PTNRSHIP	5009 GADWALL CIR	STOCKTON	CA	95207	

TYPE	ORGANIZATION	TITLE	NAME	ADDRESS	CITY	STATE	ZIP	EMAIL
Property owner			CASEY JAMES L & CHERYL L	2205 DEAN AV	BAKERSFIELD	CA	93312	
Property owner			CASILLAS MONICA	11901 CACTUS DR	PORT HUENEME	CA	93044	
Property owner			CASINO REALTY INC	P O BOX 512377	LOS ANGELES	CA	90051	
Property owner			CASINO REALTY INC	P O BOX 512377	LOS ANGELES	CA	90051	
Property owner			CASS RANDY & DELIA	2208 DEAN AV	BAKERSFIELD	CA	933122725	
Property owner			CASTANEDA VIRGEN	7895 FARGO AVE	HANFORD	CA	93230	
Property owner			CASTILLO DANIEL A & LETICIA	3208 COSMIC DR	BAKERSFIELD	CA	93312	
Property owner			CATHOLIC HEALTHCARE WEST	2129 16TH ST	BAKERSFIELD	CA	93302	
Property owner			CAVALIER MILLS INC	229 WALKER ST	MONTEREY	CA	93940	
Property owner			CENTENNIAL CENTER LLC	800 TRUXTUN AV	BAKERSFIELD	CA	93313	
Property owner			CENTENNIAL PROP LLC	1801 16TH ST	BAKERSFIELD	CA	933015002	
Property owner			CENTRAL VALLEY TRAILER	2626 S RAILROAD	FRESNO	CA	93725	
Property owner			CHAN LEONARD Y & SALAKJIT T	12 N ADLER AVE	CLOVIS	CA	93612	
Property owner			CHAN LEONARD Y & SALAKJT T	12 N ADLER	CLOVIS	CA	93612	
Property owner			CHANEY RONNIE L & PATRICIA A	9814 ENGER ST	BAKERSFIELD	CA	93312	
Property owner			CHANG ANDY H & JEMELLE H	4249 FOXRUN DR	CHINO HILLS	CA	91709	
Property owner			CHARLES SILL CO	101 WALKER ST	BAKERSFIELD	CA	933014429	
Property owner			CHARLES ENTERPRISES	C/O OK PRODUCE CO P O BOX 12838				
Property owner			CHARLIE'S ENTERPRISES INC	C/O OK PRODUCE CO P O BOX 12838				
Property owner			CHARLIE'S ENTERPRISES INC	P O BOX 12838	FRESNO	CA	93779	
Property owner			CHAVES JOE M & RENNE L	3299 N 10TH AVE	LATON	CA	93242	
Property owner			CHAVEZ MARCO ANTONIO	11913 NEBULA CT	BAKERSFIELD	CA	93312	
Property owner			CHINATOWN REVITALIZATION INC OF FRESNO	1433 KERN	FRESNO	CA	93706	
Property owner			CHINN RAMOND D	9721 ENGER ST	BAKERSFIELD	CA	93304	
Property owner			CHITWOOD CARL A JR & DONNA F	2409 VERDUGO LN	BAKERSFIELD	CA	933123222	
Property owner			CHURCH OF GRACE & TRUTH	2203 DEAN AV	BAKERSFIELD	CA	93312	
Property owner			CITY OF BAKERSFIELD	1431 N ST	BAKERSFIELD	CA	93301	
Property owner			CITY OF BAKERSFIELD	1420 N ST	BAKERSFIELD	CA	93301	
Property owner			CITY OF BAKERSFIELD	800 14TH ST	BAKERSFIELD	CA	93301	
Property owner			CITY OF BAKERSFIELD	1426 P ST	BAKERSFIELD	CA	93301	
Property owner			CITY OF BAKERSFIELD	1625 16TH ST	BAKERSFIELD	CA	93301	
Property owner			CITY OF BAKERSFIELD	601 TRUXTUN AV				
Property owner			CITY OF BAKERSFIELD	Q ST	BAKERSFIELD	CA	93301	
Property owner			CITY OF BAKERSFIELD	Q ST	BAKERSFIELD	CA	93301	
Property owner			CITY OF BAKERSFIELD	4101 TRUXTUN AV	BAKERSFIELD	CA	93301	
Property owner			COBB SUSAN	11512 LARIAT CT	BAKERSFIELD	CA	93312	
Property owner			COFFEE BRIMHALL LLC	2152 COFFEE RD	SOUTH GATE	CA	90280	
Property owner			COFFMAN REVOCABLE TR	10707 LA CRESENTA DR	BAKERSFIELD	CA	93312	
Property owner			COMMUNITY DEVELOPMENT AGENCY OF SHAFTER	18051 BEECH AV	SHAFTER	CA	932632215	
Property owner			COOPER GREGORY G	P O BOX 97	CORCORAN	CA	93212	
Property owner			COOPER GREGORY G & CONNIE L	P O BOX 97	CORCORAN	CA	93212	
Property owner			COOPER GREGORY G & CONNIE L	P O BOX 97	CORCORAN CA	CA	93212-0097	
Property owner			COOPER GREGORY G & CONNIE L	P O BOX 97	CORCORAN	CA	93212	
Property owner			COOPER TIMOTHY J & BARBARA C	P O BOX 25	CORCORAN	CA	93212	
Property owner			COOPER TWILA JEWEL (TR DISCLAIMER T	3741 W ORCHARD CT	VISALIA	CA	93277	
Property owner			CORCORAN MILLING CO INC	495 FERNWOOD DR, % JAMES R	MORAGA	CA	94556	
Property owner			CORCPORK INC	500 NEWPORT CENTER DRIVE #910	NEWPORT BEACH	CA	92660	
Property owner			CORNERSTONE ASSEMBLY OF GOD	P O BOX 12347	FRESNO	CA	93777	
Property owner			CORNERSTONE ASSEMBLY OF GOD	P O BOX 12347	FRESNO	CA	93777	
Property owner			CORNERSTONE ASSEMBLY OF GOD	P O BOX 12347	FRESNO	CA	93777	
Property owner			CORNERSTONE ASSEMBLY OF GOD FRESNO	P O BOX 12347	FRESNO	CA	93777	
Property owner			CORNERSTONE ASSEMBLY OF GOD FRESNO	P O BOX 12347	FRESNO	CA	93777	
Property owner			CORONADO ISRAEL Z & FELIPA	P O BOX 119	ATWATER	CA	95301	
Property owner			COSSETTE INVESTMENT CO	P O BOX 9354	FRESNO	CA	93791	
Property owner			COSSETTE INVESTMENT COMPANY INC	P O BOX 9354	FRESNO	CA	93791	
Property owner			COSSETTE INVESTMENT COMPANY INC	P O BOX 9354	FRESNO	CA	93791	
Property owner			COSTA MARVIN W SR & CLARA L	2195 FRANKLIN WAY	HANFORD	CA	93230	
Property owner			COTHRAN MICHAEL D & HELENA	3617 PIEDMONT AV	BAKERSFIELD	CA	93312	
Property owner			COTTA BRAD R	11408 LARIAT CT	BAKERSFIELD	CA	933123345	
Property owner			COUNTY OF KERN	1115 TRUXTUN AV		CA		
Property owner			COUNTY OF KERN	1401 M ST				
Property owner			COUNTY OF KERN	1415 TRUXTUN AV		CA		
Property owner			COUNTY OF KERN	1431 L ST	BAKERSFIELD	CA	93301	
Property owner			COUNTY OF KERN	1420 H ST	BAKERSFIELD	CA	93301	
Property owner			COUNTY OF KERN	1430 EYE ST				
Property owner			COUNTY OF KERN	701 TRUXTUN AV	BAKERSFIELD	CA	93301	
Property owner			COX LIVING TR	3625 PIEDMONT AV	BAKERSFIELD	CA	93312	
Property owner			CRAVENS PHILIP & MICHELE	104 DAIRY AVE	CORCORAN	CA	93212	
Property owner			CROSS DALE W & CAROL A TRUSTEE	1560 H	FRESNO	CA	93720	
Property owner			CROWN ECONOMIC DEV CORP OF KINGS COUNTY	120 N IRWIN ST	HANFORD	CA	93230	
Property owner			CROWN ECONOMIC DEV CORP OF KINGS COUNTY	120 N IRWIN ST	HANFORD	CA	93230	
Property owner			CRUM LEE I & ROBERTA J	4258 TAOS DR	SAN DIEGO	CA	92117	
Property owner			CRUZ VICTOR	2709 NICOLE WY	BAKERSFIELD	CA	93312	
Property owner			CULLETON PATRICK G	1435 N FRESNO	FRESNO	CA	93703	
Property owner			CULLETON PATRICK G	1435 N FRESNO	FRESNO	CA	93703	
Property owner			CUMBERWORTH BOBBIE J	11405 LARIAT CT	BAKERSFIELD	CA	93312	
Property owner			D & H DISTRIBUTING	6756 E LANE	FRESNO	CA	93727	
Property owner			D & P ENTERPRISES LLC	2660 S RAILROAD	FRESNO	CA	93725	
Property owner			D & P ENTERPRISES LLC	2660 S RAILROAD	FRESNO	CA	93725	
Property owner			DAI DAVID Y & RONGRONG LIAO	2176 INDEPENDENCE PL	HANFORD	CA	93230	
Property owner			DALE JEFFREY H	P O BOX 1091	FRESNO	CA	93714	
Property owner			DALE LARRY & TALLIE	10104 ENGER ST	BAKERSFIELD	CA	93312	
Property owner			DANELL BROS INC	8265 HANFORD-ARMONA RD	HANFORD	CA	93230	
Property owner			DANELL DANNY & LINDA LIVING TRUST	8265 HANFORD-ARMONA RD	HANFORD	CA	93230	
Property owner			DANIELS ERIC	10024 HOLLAND ST	BAKERSFIELD	CA	93312	
Property owner			DAVIS EDWINA	10105 HOLLAND ST	BAKERSFIELD	CA	933122710	
Property owner			DBH FAMILY LIMITED PARTNERSHIP	5917 W ELOWIN	VISALIA	CA	93291	
Property owner			DBH FAMILY LIMITED PARTNERSHIP	5917 W ELOWIN	VISALIA	CA	93291	
Property owner			DBH FAMILY LIMITED PARTNERSHIP	5917 W ELOWIN	VISALIA	CA	93291	
Property owner			DE BOER FRED & JENNIE (TRS)	14976 AVE 168	TULARE	CA	93274	
Property owner			DE GEARE CANDACE R	10000 ENGER ST	BAKERSFIELD	CA	933122753	
Property owner			DE JONG JACOB & NICOLE	4507 HOUSTON AVE, %TED LEE	HANFORD	CA	93230	
Property owner			DE JONG JACOB & NICOLE	4507 HOUSTON AVE, %TED LEE	HANFORD	CA	93230	
Property owner			DE JONG JACOB & NICOLE	4507 HOUSTON AVE, %TED LEE	HANFORD	CA	93230	
Property owner			DE JONG PETE FAMILY REVOCABLE TRUST	7905 KANSAS AVE	HANFORD	CA	93230	
Property owner			DE JONG PETE FAMILY TRUST	622 E MISSION RD	SAN MARCOS	CA	92069	
Property owner			DE JONG PETE FAMILY TRUST	622 E MISSION RD	SAN MARCOS	CA	92069	
Property owner			DE JONG PETE FAMILY TRUST	622 E MISSION	SAN MARCOS	CA	92069	
Property owner			DE LA ROSA SIMON & RACHEL D	11903 COMPASS AV	BAKERSFIELD	CA	93312	
Property owner			DE RUITER GERALD L & JUDITH L	21165 GONSER AVE	LATON	CA	93242	
Property owner			DE RUITER GERALD L & JUDITH L	P O BOX 6	LATON	CA	93242	
Property owner			DE SANTIS PASQUALE & CARMELA TRUSTEES	P O BOX 15222	FRESNO	CA	93702	
Property owner			DE VERA MARIA	12011 CACTUS DR	BAKERSFIELD	CA	93312	
Property owner			DEAN LAURA STEPHANIE EST	10100 ENGER ST	BAKERSFIELD	CA	93312	
Property owner			DEBOER FRED & JENNIE (TRS)	16500 RD 152	TULARE	CA	93274	
Property owner			DEINES LINDA ANN & JAMES	10504 LA CRESENTA DR	BAKERSFIELD	CA	93312	
Property owner			DEL MONTE CORPORATION	P O BOX 193575	SAN FRANCISCO	CA	94119	
Property owner			DELK BECHER ROY & ETHEL EVELLINE	7955 E HARLAN	LATON	CA	93242	
Property owner			DEMLER MARY K	28770 HIGHWAY 155	BAKERSFIELD	CA	933051715	
Property owner			DENISON MAYNARD	424 TRUXTUN AV	BAKERSFIELD	CA	93301	
Property owner			DESIGN COMMUN GROUP INC	9901 HOLLAND ST	BAKERSFIELD	CA	93314	
Property owner			DFF PROPERTIES	550 CERES AVE	LOS ANGELES	CA	90013	
Property owner			DFF PROPERTIES	550 CERES AVE	LOS ANGELES	CA	90013	
Property owner			DFF PROPERTIES	550 CERES AVE	LOS ANGELES	CA	90013	
Property owner			DIEPERSLOOT JOHN A & SUSAN COLLEEN	41208 RD 32	KINGSBURG	CA	93631	
Property owner			DILLDINE WAYMON W & BARBARA K TRS	6762 E BELMONT AVE	FRESNO	CA	93727	
Property owner			DILLDINE WAYMON W & BARBARA K TRS	6762 E BELMONT AVE	FRESNO	CA	93727	
Property owner			DIXON RODNEY L	3300 COSMIC DR	BAKERSFIELD	CA	93312	
Property owner			DK CONSOLID LLC	3220 COSMIC DR	GRANADA HILLS	CA	913441562	
Property owner			DOLE GORDON THOMAS SEP PROP TR	2314 VERDUGO LN	BAKERSFIELD	CA	93312	
Property owner			DORANIAN VARTAN	603 BROADWAY	FRESNO	CA	93721	
Property owner			DOW STANFORD L & ANDERSON LOIS ET AL	10930 ROSEDALE HY	BAKERSFIELD	CA	93308	
Property owner			DOW STANFORD L & ANDERSON LOIS ET AL	10917 AIMEE WY	BAKERSFIELD	CA	93308	
Property owner			DOWNES JOHN H & SHELLY B	11701 CACTUS DR	BAKERSFIELD	CA	933123312	
Property owner			DOYEL JOHN D & OLIVE B LIFE ESTATE	12347 S CHESTNUT	FRESNO	CA	93725	
Property owner			DOYEL JOHN D & OLIVE B LIFE ESTATE	12347 S CHESTNUT	FRESNO	CA	93725	
Property owner			DUARTE FRANCISCO & MARIA ROSA	8253 S ELM	FRESNO	CA	93706	
Property owner			DUGGAN JERRY LYNN	11109 AIMEE WY	BAKERSFIELD	CA	93312	
Property owner			DUNHAM JOHN D & STEWART CHARLOTTE J	10310 HOLLAND ST	BAKERSFIELD	CA	933122709	

TYPE	ORGANIZATION	TITLE	NAME	ADDRESS	CITY	STATE	ZIP	EMAIL
Property owner			DUONG HOA KIM & BUI SON PHI	12007 CACTUS DR	BAKERSFIELD	CA	93312	
Property owner			DURFEE SUSAN V	5264 N COLONIAL	FRESNO	CA	93704	
Property owner			DURHAM TERRI L	12383 FLINT AVE	HANFORD	CA	93230	
Property owner			DURHAM TERRI L & MICHAEL J	12383 FLINT AVE	HANFORD	CA	93230	
Property owner			DURHAM TERRI L & MICHAEL J	12383 FLINT AVE	HANFORD	CA	93230	
Property owner			DUYST TRUDY	1665 W BIRCH AVE	FRESNO	CA	93711	
Property owner			DWW/MCW PARTNERS LTD	4145 E LIVE OAK AVE	ARCADIA	CA	91006	
Property owner			DYDEK PAUL J & KRISTINE Y	11509 LARIAT CT	BAKERSFIELD	CA	933123313	
Property owner			DYKSTRA JAMES W	11905 CACTUS DR	BAKERSFIELD	CA	93312	
Property owner			DYT COR TESTAMENTARY TRUST	15950 EUCLID AVE	CHINO	CA	91710	
Property owner			DYT COR TESTAMENTARY TRUST	15950 EUCLID AVE	CHINO	CA	91710	
Property owner			DYT COR TESTAMENTARY TRUST	15950 EUCLID AVE	CHINO	CA	91710	
Property owner			DYT COR TESTAMENTARY TRUST	15950 EUCLID AVE	CHINO	CA	91710	
Property owner			ECKMANN JAMES C LIV FMLY TR	1727 16TH ST	BAKERSFIELD	CA	933089208	
Property owner			EFIRD JACK R & SANDRA	14580 S CEDAR AVE	FRESNO	CA	93725	
Property owner			EGC INVESTMENTS	P O BOX 817	SAN JOAQUIN	CA	93660	
Property owner			EGETIAN ALEX & JULIE F	745 BROADWAY	FRESNO	CA	93721	
Property owner			EGETIAN ALEX & JULIE F	745 BROADWAY	FRESNO	CA	93721	
Property owner			EGETIAN ALEX & JULIE F	745 BROADWAY	FRESNO	CA	93721	
Property owner			EGO SHUNKICH TRUSTEE	956 CHINA ALLEY	FRESNO	CA	93706	
Property owner			ELLIS DELBERT R REV TRUST	P O BOX 159	CORCORAN	CA	93212	
Property owner			ELMER F KARPE INC	2601 LA CRESENTA DR	BAKERSFIELD	CA	93309	
Property owner			EMERIAN JACK C & BETH MARNEY TRS	P O BOX 12332	FRESNO	CA	93779	
Property owner			EMERIAN JACK C & BETH MARNEY TRS	P O BOX 12332	FRESNO	CA	93779	
Property owner			EMERIAN JACK C & BETH MARNEY TRUSTEES	P O BOX 12332	FRESNO	CA	93777	
Property owner			EMERIAN JACK C & BETH MARNEY TRUSTEES -	4686 N VAN NESS BLVD	FRESNO	CA	93704	
Property owner			EMERZIAN JERRY A & ROSALYN S	1055 N VAN NESS #C-2	FRESNO	CA	93728	
Property owner			ENRIQUEZ MARTIN & ROCIO	475 S THOMAS AVE	KERMAN	CA	93630	
Property owner			ENRIQUEZ MARTIN & ROCIO	475 S THOMAS AVE	KERMAN	CA	93630	
Property owner			ENRIQUEZ MARTIN & ROCIO	475 S THOMAS AVE	KERMAN	CA	93630	
Property owner			EPP WERNER H & SANDRA L	411 TRUXTUN AV	BAKERSFIELD	CA	93301	
Property owner			ERICKSON ROBERT S TRUSTEE	9326 S MAPLE	FRESNO	CA	93728	
Property owner			ESTOMATA LLIBETH & RIZANIO	11913 GALILEO DR	BAKERSFIELD	CA	93312	
Property owner			ESTRADA CESAR & ROSA ELENA	3110 CAMPFIRE DR	SALINAS	CA	93915	
Property owner			ETCHEGARAY SAM & SUZANNE	P O BOX 964	VISALIA	CA	93279	
Property owner			ETCHEGARAY SAM & SUZANNE	P O BOX 964	VISALIA	CA	93279	
Property owner			ETCHEGARAY SAM & SUZANNE	P O BOX 964	VISALIA	CA	93279	
Property owner			ETCHEGARAY SAM & SUZANNE	P O BOX 964	VISALIA	CA	93279	
Property owner			ETCHEGARAY SAM & SUZANNE	P O BOX 964	VISALIA	CA	93279	
Property owner			ETCHEGARAY SAM & SUZANNE	P O BOX 964	VISALIA	CA	93279	
Property owner			EVANSKI JOHN H	2476 S RAILROAD	FRESNO	CA	93706	
Property owner			FALCON JOAR H	3209 COSMIC DR	BAKERSFIELD	CA	93312	
Property owner			FAMILY TREE FARMS LLC	MERCED AV	BAKERSFIELD	CA	93313	
Property owner			FDIG LLC	2171 W VIA DELFINI	FRESNO	CA	93711	
Property owner			FDIG LLC	2171 W VIA DELFINI	FRESNO	CA	93711	
Property owner			FERDON RAMONA RAE TR	2210 DEAN AV	BAKERSFIELD	CA	93309	
Property owner			FERDON RAMONA RAE TR	2216 DEAN AV	BAKERSFIELD	CA	93309	
Property owner			FERNANDES ADAO & MARIA O	16452 11TH AVE	HANFORD	CA	93230	
Property owner			FERNANDEZ VENTURA	604 HANNA AVE	CORCORAN	CA	93212	
Property owner			FERRARO LA VERNE	6649 FAIR OAKS BLVD	CARMICHAEL	CA	95608	
Property owner			FIGUEROA JESUS & ESTELLA	P O BOX 984	CORCORAN	CA	93212	
Property owner			FIRST CHRISTIAN CHURCH BAK	1660 S ST	BAKERSFIELD	CA	93301	
Property owner			FIRST CHRISTIAN CHURCH OF BAK	428 TRUXTUN AV	BAKERSFIELD	CA	93301	
Property owner			FIRST CHRISTIAN CHURCH OF BAK	432 TRUXTUN AV	BAKERSFIELD	CA	93301	
Property owner			FLEMING FOODS WEST INC	% DELOITTE & TOUCHE 5550 LBJ FREEWAY #700				
Property owner			FLEMING FOODS WEST INC	% DELOITTE & TOUCHE 5550 LBJ FREEWAY #700				
Property owner			FLOM THEODORE N FAMILY TRUST	9824 ENGER ST	BAKERSFIELD	CA	933122751	
Property owner			FLOM THEODORE N FAMILY TRUST	10106 HOLLAND ST	BAKERSFIELD	CA	93312	
Property owner			FLOM THEODORE N FMLY TR	9830 ENGER ST	BAKERSFIELD	CA	933122751	
Property owner			FLOYDS STORES INC	555 WALKER ST	BAKERSFIELD	CA	93303	
Property owner			FLUD IMOGENE	9811 ENGER ST	BAKERSFIELD	CA	933122714	
Property owner			FLYING PUCK LLC	1001 TRUXTUN AV	BAKERSFIELD	CA	933031806	
Property owner			FOGGY JOHN S	333 VALENCIA ST #300	SAN FRANCISCO	CA	94103	
Property owner			FOGGY JOHN S	333 VALENCIA ST #300	SAN FRANCISCO	CA	94103	
Property owner			FOGGY JOHN S	333 VALENCIA ST #300	SAN FRANCISCO	CA	94103	
Property owner			FOGGY JOHN S	333 VALENCIA ST #300	SAN FRANCISCO	CA	94103	
Property owner			FOGGY JOHN S	333 VALENCIA ST #300	SAN FRANCISCO	CA	94103	
Property owner			FONSECA MANUEL	P O BOX 37	HANFORD	CA	93232	
Property owner			FORD ALFRED D & RENATTA	4568 N MERIDIAN	FRESNO	CA	93726	
Property owner			FORD ALFRED D & RENATTA	4568 N MERIDIAN	FRESNO	CA	93726	
Property owner			FORREST JOSH & SARAH	2327 DEAN AV	BAKERSFIELD	CA	93312	
Property owner			FOWLER PACKING CO INC	% J MARTHEDAL 8570 S CEDAR				
Property owner			FOWLER PACKING CO INC	% J MARTHEDAL 8570 S CEDAR				
Property owner			FOWLER PACKING CO INC	8570 S CEDAR AVE	FRESNO	CA	93725	
Property owner			FRANKIAN JOHN R & MARSHA M	% FRANKIAN CONSTRUCTION 2140 S RAILROAD AVE				
Property owner			FRESNO COUNTY ECONOMIC	% LOCAL CONSERVATION CORP ATT P MCLAIN LUGOSKI				
Property owner			FRESNO COUNTY ECONOMIC	% LOCAL CONSERVATION CORP ATT P MCLAIN LUGOWSKI				
Property owner			FRESNO COUNTY ECONOMIC	% LOCAL CONSERVATION CORP ATT P MCLAIN LUGOSKI				
Property owner			FRESNO PAPER BOX CO INC	1443 FALLBROOK	CLOVIS	CA	93611	
Property owner			FRESNO PROPERTY MANAGEMENT LLC	152 NAVIGATOR DR	SCOTT'S VALLEY	CA	95066	
Property owner			FRESNO RESCUE MISSION	P O BOX 1422	FRESNO	CA	93716	
Property owner			FRESNO RESCUE MISSION	310 G ST	FRESNO	CA	93706	
Property owner			FRESNO RESCUE MISSION INC	310 G	FRESNO	CA	93706	
Property owner			FREUND RICHARD A & JULIE L TRUSTEES	1606 S TIMMY	FRESNO	CA	93727	
Property owner			FUENTES ROSARIO M	% A ACUNA 1268 N 8TH				
Property owner			FULLERTON KEITH L	10607 LA CRESENTA DR	BAKERSFIELD	CA	93308	
Property owner			FUNK BENJAMIN TRUSTEE -	3681 W BELMONT	FRESNO	CA	93722	
Property owner			FUNK BENJAMIN TRUSTEE -	3681 W BELMONT	FRESNO	CA	93722	
Property owner			G I I REALTY COMPANY	% TAX DEPT P O BOX 660362				
Property owner			GALHANDRO MANUEL & DIANA FAMILY TRUST	7876 KENT AVE	HANFORD	CA	93230	
Property owner			GALHANDRO MANUEL JR & DIANA FAM TRUST	7876 KENT AVE	HANFORD	CA	93230	
Property owner			GAMBLIN TERI	11919 COMPASS AV	BAKERSFIELD	CA	93312	
Property owner			GARCIA CARLOS ALEXANDER & JERRI LYNN	3200 COSMIC DR	BAKERSFIELD	CA	93312	
Property owner			GARCIA GILBERT M	11409 LARIAT CT	BAKERSFIELD	CA	93312	
Property owner			GARCIA JUANA (ROJAS)	14464 S WILLOW	SELMA	CA	93662	
Property owner			GARCIA RICK	11109 DEE DEE CT	BAKERSFIELD	CA	93312	
Property owner			GARCIA ROBERT III	P O BOX 1244	FRESNO	CA	93715	
Property owner			GARGAN J&K FAMILY TRUST	535 SHAFTER N AV	BAKERSFIELD	CA	93306	
Property owner			GARGAN J&K FAMILY TRUST	655 SHAFTER N AV	BAKERSFIELD	CA	93306	
Property owner			GATHRIGHT BOBBY & DORIS	14474 S WILLOW	SELMA	CA	93662	
Property owner			GEJEIAN ALBERT & VIOLET TRUSTEES	1850 E SOUTH AVE	FRESNO	CA	93725	
Property owner			GEJEIAN ALBERT & VIOLET TRUSTEES	1850 E SOUTH AVE	FRESNO	CA	93725	
Property owner			GETZ PROPERTIES NO 1	% STANLEY H GETZ P O BOX 6508				
Property owner			GILL AVTAR SINGH & JASWINDER KAUR	5626 S CEDAR	FRESNO	CA	93725	
Property owner			GLORIA LEONOR GUTIERREZ	11901 NEBULA CT	BAKERSFIELD	CA	93312	
Property owner			GOBER DELMAR NEWTON	10613 LA CRESENTA DR	BAKERSFIELD	CA	93312	
Property owner			GOENS TOM W & JANA L	9904 ENGER ST	BAKERSFIELD	CA	93312	
Property owner			GOERTZEN & MARTIN	29339 HWY 46	WASCO	CA	93280	
Property owner			GOLDEN VALLEY RANCHES	660 6TH ST	SHAFTER	CA	93263	
Property owner			GOLDSMITH DAVID L	2183 W LIBERTY ST	HANFORD	CA	93230	
Property owner			GOMES EDWARD C	2179 FRANKLIN WAY	HANFORD	CA	93230	
Property owner			GOMEZ MANUEL & LAVINA	8290 FLINT AVE	HANFORD	CA	93230	
Property owner			GOMEZ BERNARDO & FLOR	C/O 1075 OTTAWA AVE	CORCORAN	CA	93212	
Property owner			GONSALVES BENNIE M & DELORES M	6665 E HARLAN AVE	LATON	CA	93242	
Property owner			GONZALES EARNEST & JUANITA A	P O BOX 12045	FRESNO	CA	93776	
Property owner			GONZALES KRESTON L & NORMA	1738 N CHATEAU WAY	HANFORD	CA	93230	
Property owner			GONZALES ROSALIE TRUSTEE -	5447 E AMERICAN	FRESNO	CA	93725	
Property owner			GONZALES ROSARIO LIFE ESTATE	% R GONZALES 5447 E AMERICAN				
Property owner			GONZALEZ RICARDO L & ANA V	442 UNION CIR	HANFORD	CA	93230	

TYPE	ORGANIZATION	TITLE	NAME	ADDRESS	CITY	STATE	ZIP	EMAIL
Property owner			GORE ROBERT L	2330 DEAN AV	BAKERSFIELD	CA	93312	
Property owner			GOSSMAN DOROTHY LIFE EST	550 F STREET	FRESNO	CA	93706	
Property owner			GRAHAM DONALD	10100 HOLLAND ST	BAKERSFIELD	CA	933122745	
Property owner			GRAHAM JOHN O & BARBARA J TRUSTEES	1219 E AMERICAN	FRESNO	CA	93725	
Property owner			GRAHAM JOHN O & BARBARA J TRUSTEES	1219 E AMERICAN	FRESNO	CA	93725	
Property owner			GREAT IDEATIONS LLC	418 TRUXTUN AV	BAKERSFIELD	CA	933015316	
Property owner			GREEN NATHANIEL G	2325 DEAN AV	BAKERSFIELD	CA	93312	
Property owner			GREENE GENE PAUL JR & DONNA R	2220 DEAN AV	FRESNO	CA	937211718	
Property owner			GREGORY JAMES V & ARLENE G	208 E UNIVERSITY	FRESNO	CA	93704	
Property owner			GRILIONE CRAIG P & MONICA M	8210 E RIVERDALE AVE	LATON	CA	93242	
Property owner			GRISWOLD EVALYNNE F ESTATE	3710 9 1/2 AVE; %EDWARD H	HANFORD	CA	93230	
Property owner			GRISWOLD MARGOT	2221 W 26TH PL	LOS ANGELES	CA	90018	
Property owner			GRISWOLD MARGOT	2221 W 26TH PL	LOS ANGELES	CA	90018	
Property owner			GUNSOLUS LEWIS & GWEN R	12009 COMPASS AV	BAKERSFIELD	CA	93312	
Property owner			GUTIERREZ RUDOLFO & LORENA	3107 CAMPFIRE DR	BAKERSFIELD	CA	93312	
Property owner			GUZMAN CARLOS G	4234 TREAT BLVD	CONCORD	CA	94521	
Property owner			HAGEMAN & ALLEN INC	PADDOCK PL	BAKERSFIELD	CA	93309	
Property owner			HAGOPIAN LAWRENCE S & BLYTHE E	2468 W MAGILL	FRESNO	CA	93711	
Property owner			HAKKER SIMON & JOHANNA T	12567 IDAHO AVE	HANFORD	CA	93230	
Property owner			HALEY TR	10016 ENGER ST	BAKERSFIELD	CA	933122753	
Property owner			HALEY TR	10016 ENGER ST	BAKERSFIELD	CA	933122753	
Property owner			HALL LEONARD L & CATHERINE L	12499 IDAHO AVE; %ROGER A	HANFORD	CA	93230	
Property owner			HALL RICHARD J & FRANCES P BATIN	2480 CHESTNUT ST	HANFORD	CA	93230	
Property owner			HAMILTON DONALD E & WANDA J	6756 E LANE	FRESNO	CA	93727	
Property owner			HAMMONTREE RICKEY L	3633 PIEDMONT AV	BAKERSFIELD	CA	93308	
Property owner			HANFORD DEVELOPMENT INC	P O BOX 4728	PALM SPRINGS	CA	92264	
Property owner			HANFORD INVESTMENTS LP	419 N LARCHMONT #58	LOS ANGELES	CA	90068	
Property owner			HARMON FAMILY REVOCABLE LIVING TRUST	2196 FRANKLIN WAY	HANFORD	CA	93230	
Property owner			HARRIS KENNETH & GWEN	18470 10TH AVE	HANFORD	CA	93230	
Property owner			HARRIS MARK ELLIOTT & LOLITA MARIA	3216 COSMIC DR	BAKERSFIELD	CA	93312	
Property owner			HAWAII DRILLERS	MYRTLE ST	BAKERSFIELD	CA	93301	
Property owner			HAWAII DRILLERS INC	2933 16TH ST	BAKERSFIELD	CA	93303	
Property owner			HAYES BOBBY DEAN & ELSIE IONE	2690 E NEBRASKA AVE	FRESNO	CA	93725	
Property owner			HAZDOVAC NINA	9807 ENGER ST	SAN PEDRO	CA	90731	
Property owner			HAZDOVAC NINA	9805 ENGER ST	SAN PEDRO	CA	90731	
Property owner			HEATH S F & MAXINE REV TRUST	2401 VERDUGO LN	CARLSBAD	CA	920081130	
Property owner			HEDGEOMON BOBBY & SCENIA	3106 CAMPFIRE DR	BAKERSFIELD	CA	93312	
Property owner			HEKMAT-NAIZ SAEED & AZITA TRUSTEES	16501 VENTURA BLVD #305	ENCINO	CA	91436	
Property owner			HEKMAT-NAIZ SAEED & AZITA TRUSTEES	16501 VENTURA BLVD #305	ENCINO	CA	91436	
Property owner			HELENA CHEMICAL CO	751 ASHE E AV	ROWLETT	TX	750301600	
Property owner			HELLENIC COMM ST GEORGE CHURCH	1611 U ST	BAKERSFIELD	CA	93301	
Property owner			HELLENIC COMM ST GEORGE CHURCH	401 TRUXTUN AV	BAKERSFIELD	CA	933890232	
Property owner			HELSEL PARREIRA PROPERTIES	2535 16TH ST	SAN DIEGO	CA	921644768	
Property owner			HENKEL LESTER	7936 N INGRAM #101	FRESNO	CA	93711	
Property owner			HERNANDEZ DAVID J JR	11912 NEBULA CT	BAKERSFIELD	CA	93312	
Property owner			HICKS SOL C & LAQUETA SUE FMLY TR	2207 DEAN AV	BAKERSFIELD	CA	933149201	
Property owner			HIGHT ELIZABETH	2316 VERDUGO LN	CHECOTAH	OK	921262927	
Property owner			HILL DEWEY C & KATHERINE I	568 E WHITLEY AVE	CORCORAN	CA	93212	
Property owner			HILL SHARON LANETTE	11761 S CHERRY AVE	FRESNO	CA	93725	
Property owner			HINKLE VIVIANNE MAXINE	5011 N VAN NESS	FRESNO	CA	93711	
Property owner			HINKLE VIVIANNE MAXINE TRUSTEE	5011 N VAN NESS	FRESNO	CA	93711	
Property owner			HOFMANS WILLIAM	12491 LACEY BLVD	HANFORD	CA	93230	
Property owner			HOFMANS WILLIAM & JULIE A	12468 W LACEY BLVD	HANFORD	CA	93230	
Property owner			HOGAN ERIC	3101 SILVER SPUR WY	BAKERSFIELD	CA	93312	
Property owner			HOKIT BILLY	201 J ST	WASCO	CA	93280	
Property owner			HOLLANDIA FARMS INC	622 E MISSION RD	SAN MARCOS	CA	92069	
Property owner			HOLLANDIA FARMS INC	622 E MISSION RD	SAN MARCOS	CA	92069	
Property owner			HOLT FREDERICK H & CARRI	P O BOX 1170	CORCORAN	CA	93212	
Property owner			HOLTSCHULTE MARK	10508 LA CRESENTA DR	BAKERSFIELD	CA	93312	
Property owner			HOOP & MC CARTHY	P O BOX 8148	FRESNO	CA	93747	
Property owner			HOOP & MC CARTHY	6311 E LANE	FRESNO	CA	93727	
Property owner			HOOP & MC CARTHY	P O BOX 8148	FRESNO	CA	93747	
Property owner			HOPKINS SAMUEL A & PATRICIA A	11201 AIMEE WY	BAKERSFIELD	CA	93308	
Property owner			HOPPER JOHN TOBBIE & NORMA LYNN	1350 F ST	FRESNO	CA	93706	
Property owner			HORIZON ENTERPRISES	586 W BARSTOW	FRESNO	CA	93704	
Property owner			HORIZON ENTERPRISES	586 W BARSTOW	FRESNO	CA	93704	
Property owner			HOVANNISIAN RALPH & JANET	P O BOX 8558	FRESNO	CA	93747	
Property owner			HOVANNISIAN RALPH & JANET	P O BOX 8558	FRESNO	CA	93747	
Property owner			HOW HARRY N II & ROSELINE C TRS	6501 LIGHTHOUSE AVE #200	PACIFIC GROVE	CA	93950	
Property owner			HOWES FAMILY REVOCABLE LIVING TRUST	16831 8TH AVE; %MRS HOWARD	HANFORD	CA	93230	
Property owner			HSIAO HOU-TU	1445 BROADWAY	FRESNO	CA	93721	
Property owner			HULSY JAMES R & BONNY L	412 TRUXTUN AV	BAKERSFIELD	CA	93302	
Property owner			HUNSAKER SHIRLEY M TRUSTEE	8269 E SANDERS CT	FRESNO	CA	93727	
Property owner			IAFRATI FAMILY TR	29182 TAUSSIG AV	DELANO	CA	93215	
Property owner			IKEDA STEVEN	6305 N DEWEY	FRESNO	CA	93711	
Property owner			IMPERIAL WESTERN PRODUCTS INC	3766 E CONEJO	SELMA	CA	93662	
Property owner			ITTC LAND LLC	FANUCCI WY	VISALIA	CA	93291	
Property owner			J G BOSWELL CO	P O BOX 877	CORCORAN	CA	93212	
Property owner			JACKSON BRENT DAVID & MARLENE	39599 RD 24	KINGSBURG	CA	93631	
Property owner			JACKSON MICHAEL GEORGE & LORI R	40952 RD 32	KINGSBURG	CA	93631	
Property owner			JACKSON MICHAEL GEORGE & LORI R	40952 RD 32	KINGSBURG	CA	93631	
Property owner			JACOBS JAMISON & MELINDA	521 SHAFTER N AV	BAKERSFIELD	CA	933146501	
Property owner			JAMEZ JOSE A & ESTHER	P O BOX 1121	CORCORAN	CA	93212	
Property owner			JAMES H A CONSTR & READY RENT INC	P O BOX 305	CORCORAN	CA	93212	
Property owner			JAMES HAROLD ESTATE	P O BOX 10288; %JUDY N EBEEY	TORRANCE	CA	90505	
Property owner			JCH FAMILY LIMITED PARTNERSHIP	5917 W ELOWIN DR	VISALIA	CA	93291	
Property owner			JENNINGS MICHEAL	9356 N JADE	FRESNO	CA	93720	
Property owner			JENSEN & PILEGARD INC	1068 G STREET	FRESNO	CA	93706	
Property owner			JENSEN CARLYN & JANET LIVING TRUST	8352 ELDER AVE	HANFORD	CA	93230	
Property owner			JIMENEZ JOSE B	5713 CHESTLEY AVE	LOS ANGELES	CA	90043	
Property owner			JIMENEZ JOSE B	5713 CHESTLEY AVE	LOS ANGELES	CA	90043	
Property owner			JOHN HANCOCK LIFE INSURANCE COMPANY	138 REGIS ST	TURLOCK	CA	95382	
Property owner			JOHN HANCOCK LIFE INSURANCE COMPANY	138 REGIS ST	TURLOCK	CA	95383	
Property owner			JOHNSON BILL D JR & CLAUDETTE L	11001 AIMEE WY	BAKERSFIELD	CA	93312	
Property owner			JOHNSON ELLA MAE TRUST	11401 LARIAT CT	BAKERSFIELD	CA	933123345	
Property owner			JOHNSON WILLIE	815 GARDNER AVE	CORCORAN	CA	93212	
Property owner			JONES ARVILLE T & NANCY A	11100 AIMEE WY	BAKERSFIELD	CA	93312	
Property owner			JONES BRUCE S & REBECCA L	11101 DEE DEE CT	BAKERSFIELD	CA	933123204	
Property owner			JONES EDWARD C & JANA L	8098 E MOUNTAIN VIEW	SELMA	CA	93662	
Property owner			JORGE TONY R & JULIE A	4645 AVE 120	CORCORAN	CA	93212	
Property owner			JOSEPHINE EDDIE LIFE EST	5420 N FORKNER #112	FRESNO	CA	93711	
Property owner			KALEBIAN JOHN & ESTHER	7262 S CEDAR	FRESNO	CA	93725	
Property owner			KAPIGIAN RAYMOND PHILLIP	4745 E TULARE ST	FRESNO	CA	93702	
Property owner			KAPRIELIAN CRAIG	P O BOX 1272	REEDLEY	CA	93654	
Property owner			KAPRIELIAN CRAIG LEON	KMK FARMS ET AL	BAKERSFIELD	CA	93312	
Property owner			KEENEY REV LIV TRUST	11108 AIMEE WY	BAKERSFIELD	CA	933148887	
Property owner			KENDOR FMLY TR	519 EYE ST	TULARE	CA	93274	
Property owner			KENDRICK STEVE & SANDY	19275 BALAAAM DR	BAKERSFIELD	CA	933123249	
Property owner			KENNERMER BRIAN S & SHELLEY L	11208 DEE DEE CT	BAKERSFIELD	CA	933123249	
Property owner			KENNETH SMALLWOOD T & VIRGINIA P	3739 9 1/2 AVE	HANFORD	CA	93230	
Property owner			KERR RUG CO INC	539 G STREET	FRESNO	CA	93706	
Property owner			KERR RUG CO INC	539 G STREET	FRESNO	CA	93706	
Property owner			KERR RUG COMPANY INC	539 G	FRESNO	CA	93706	
Property owner			KIMBER REVOABLE LIVING TRUST	3525 PIEDMONT AV	BAKERSFIELD	CA	93312	
Property owner			KINGS ORCHARDS INC	6310 12TH AVE	HANFORD	CA	93230	
Property owner			KINNEY CHARLES W & MARY T	2156 FREEDOM ST	HANFORD	CA	93230	
Property owner			KINSLow RUTH A	2317 VERDUGO LN	BAKERSFIELD	CA	93312	
Property owner			KLM CORPORATION	2126 N VAN NESS BLVD	BAKERSFIELD	CA	93308	
Property owner			KNIGHT O B & JUANITA F TR	10217 HOLLAND ST	FRESNO	CA	93775	
Property owner			KOCH JAMES H	P O BOX 11901	FRESNO	CA	93711	
Property owner			KOCHI CALIFORNIA FARM INC	1690 W SHAW #210	FRESNO	CA	93711	
Property owner			KOJIGIAN JACK R & TAMARA T TRUSTEES	5158 E HUNTINGTON	FRESNO	CA	93727	
Property owner			KOMOTO KATSURO TRUSTEE	824 E BUCKINGHAM WAY	FRESNO	CA	93704	
Property owner			KRAGH WARREN L	%L KRAHG				
Property owner			KRAGH WARREN L	%L KRAHG				
Property owner			KUMIVA GROUP LLC	1725 16TH ST	LOS ANGELES	CA	90015	
Property owner			KUMIVA GROUP LLC	1713 16TH ST	LOS ANGELES	CA	90015	
Property owner			KUMIVA GROUP LLC	1709 16TH ST	LOS ANGELES	CA	90015	
Property owner			KUMIVA GROUP LLC	1531 H ST	LOS ANGELES	CA	90015	
Property owner			KUMIVA GROUP LLC	1515 H ST	LOS ANGELES	CA	90015	
Property owner			KURTZ JOHN & TRACI	2177 CHARLIE CHAMBERS DR	HANFORD	CA	93230	

TYPE	ORGANIZATION	TITLE	NAME	ADDRESS	CITY	STATE	ZIP	EMAIL
Property owner			KYLES JOSHUA & MELISSA	11216 DEE DEE CT	BAKERSFIELD	CA	93312	
Property owner			LA BRADO BRIAN & AMY	3108 SILVER SPUR WY	BAKERSFIELD	CA	93312	
Property owner			LAMOURES INCORPORATED	1304 G STREET	FRESNO	CA	93706	
Property owner			LANFRANCO GARY L & JUDY K	1546 FRESNO ST	FRESNO	CA	93706	
Property owner			LANFRANCO GENA TRUSTEE	3011 N VAN NESS BLVD	FRESNO	CA	93704	
Property owner			LANSING LLC	7905 KANSAS AVE	HANFORD	CA	93230	
Property owner			LANSING LLC	7905 KANSAS AVE	HANFORD	CA	93230	
Property owner			LANTING GEORGE & MARILYN (CO-TRS)(R	4738 AVE 120	CORCORAN	CA	93212	
Property owner			LARKINS MARY ANN	11513 LARIAT CT	BAKERSFIELD	CA	933123313	
Property owner			LATON PENTECOSTAL CHURCH OF GOD	P O BOX 175	LATON	CA	93242	
Property owner			LAWRENCE ROLAND & ARLENE	7390 S CEDAR	FRESNO	CA	93725	
Property owner			LAWRENCE ROLAND F & ARLENE L	7390 S CEDAR AVE	FRESNO	CA	93725	
Property owner			LAWSON JEREMY & YVONNE	11909 NEBULA CT	BAKERSFIELD	CA	93312	
Property owner			LAZARUS RICHARD & ETHEL L	5942 S CEDAR	FRESNO	CA	93725	
Property owner			LEAL & MACIEL LP	7776 E RIVERDALE	LATON	CA	93242	
Property owner			LEAL & MACIEL LP	7776 E RIVERDALE	LATON	CA	93242	
Property owner			LEAL KATHERINE M	10708 LA CRESENTA DR	BAKERSFIELD	CA	933123262	
Property owner			LEBOWITZ FAMILY TRUST	10216 HOLLAND ST	BAKERSFIELD	CA	93312	
Property owner			LEE MICHAEL W & LINDA SUE	10311 HOLLAND ST	BAKERSFIELD	CA	933900232	
Property owner			LELAND & SHIRLEY BELL FAMILY LLC	COR L A AV/SANTA FE WY	SHAFTER	CA	93263	
Property owner			LELAND BELL FARMS INC	1499 LOS ANGELES AV	SHAFTER	CA	93263	
Property owner			LEON GLORIA E	944 E BUCKHILL RD	FRESNO	CA	93720	
Property owner			LEONE CAROLYN R	8754 12TH AVE	HANFORD	CA	93230	
Property owner			LETIZIA JAMES V TRUSTEE	P O BOX 70	SELMA	CA	93662	
Property owner			LEWIS JOHN D & VERONICA	5734 S CEDAR	FRESNO	CA	93725	
Property owner			LEWIS RANCH HOMEOWNERS ASSN	3101 RANCHGATE DR	BAKERSFIELD	CA	933031807	
Property owner			LEWIS RANCH HOMEOWNERS ASSN	11613 CACTUS DR	BAKERSFIELD	CA	933031807	
Property owner			LEYRAN VIRGINIA	3105 SILVER SPUR WY	BAKERSFIELD	CA	93312	
Property owner			LIGGETT SHARON P	20350 FATIMA ST	LATON	CA	93242	
Property owner			LIN STEPHEN	20845 HIGH COUNTRY DR	DIAMOND BAR	CA	91789	
Property owner			LOFTON ARNUEL	P O BOX 185	CORCORAN	CA	93212	
Property owner			LOGAN DORIS A	6599 IDAHO AVE	HANFORD	CA	93230	
Property owner			LOMPOC CENTER PARTNERS	3101 16TH ST	CAMARILLO	CA	93010	
Property owner			LONG DONALD J & MARLENE J TRUSTEES	% VALLEY PIPE & SUPPLY				
Property owner			LONG DONALD J & MARLENE J TRUSTEES -	2491 W LOCUST	FRESNO	CA	93711	
Property owner			LONG DONALD J & MARLENE J TRUSTEES -	2491 W LOCUST	FRESNO	CA	93701	
Property owner			LONGFELLOW FARMING COMPANY	14782 8TH AVE	HANFORD	CA	93230	
Property owner			LONGFELLOW FARMING COMPANY A PTP	14782 8TH AVE	HANFORD	CA	93230	
Property owner			LOONEY MYRTLE M	9909 HOLLAND ST	BAKERSFIELD	CA	933122748	
Property owner			LOPEZ JOSE	2044 FRONT	SELMA	CA	93662	
Property owner			LOWERY LANCE L & PATRICIA A	3541 PIEDMONT AV	BAKERSFIELD	CA	93312	
Property owner			LOYD DAVID MARK & MICHELLE	11920 NEBULA CT	BAKERSFIELD	CA	93312	
Property owner			LUM FAMILY LIVING TRUST	425 TRUXTUN AV	CUPERTINO	CA	950144144	
Property owner			LUNSFORD RONALD	4192 INDEPENDENCE PL	HANFORD	CA	93230	
Property owner			LUST KENNETH & HELEN C TRUSTEES -	3175 W MADISON	FRESNO	CA	93706	
Property owner			MACIEL JOSEPH G JR & ROSEMARY A FAM TR	3748 10TH AVE	HANFORD	CA	93230	
Property owner			MACIEL JOSEPH G JR & ROSEMARY A FAM TR	3748 10TH AVE	HANFORD	CA	93230	
Property owner			MACIEL JOSEPH G JR & ROSEMARY A FAM TR	3748 10TH AVE	HANFORD	CA	93230	
Property owner			MACIEL JOSEPH G JR & ROSEMARY A FAM TR	3748 10TH AVE	HANFORD	CA	93230	
Property owner			MADRIGAL JAIME	309 22ND AVENUE	DELANO	CA	93215	
Property owner			MADSEN BRIAN & ROSE	10712 LA CRESENTA DR	BAKERSFIELD	CA	93312	
Property owner			MAH WAYNE	2010 W SIMPSON #103	FRESNO	CA	93705	
Property owner			MAINO LISMORE T & MARY A FMLY TR	29140 POND RD	SPRINGVILLE	CA	93265	
Property owner			MALHI MANSUKHJIT K & SUKHMINDER REV TR	13230 S CHESTNUT	SELMA	CA	93662	
Property owner			MALHI SUKHMINDER S & MANSUKHJIT K	8164 S CEDAR	FRESNO	CA	93725	
Property owner			MALHI SUKHMINDER S & MANSUKHJIT K	13230 S CHESTNUT	SELMA	CA	93662	
Property owner			MALIK SANJIV	10015 HOLLAND ST	BAKERSFIELD	CA	93388	
Property owner			MALOFY FAMILY TRUST	JACKSON ST	WASCO	CA	932809603	
Property owner			MANNA PRO CORPORATION	107 SPIRIT 40 PARK DR	ST LOUIS	MO	63005	
Property owner			MANOOGIAN HARRY H	P O BOX 1334	FRESNO	CA	93715	
Property owner			MANOOGIAN HARRY H	1939 S COUNTRY CLUB LN	FRESNO	CA	93727	
Property owner			MAR MARTELLA A L & J GST NON-EX M	12051 8TH AVE	HANFORD	CA	93230	
Property owner			MAR MARTELLA A L & J GST NON-EX M	12051 8TH AVE	HANFORD	CA	93230	
Property owner			MAR MARTELLA A L & J GST NON-EX M	12051 8TH AVE	HANFORD	CA	93230	
Property owner			MAR MARTELLA A L & J GST NON-EX M	12051 8TH AVE	HANFORD	CA	93230	
Property owner			MAR MARTELLA A L & J GST NON-EX M	12051 8TH AVE	HANFORD	CA	93230	
Property owner			MAR MARTELLA A L & J GST NON-EX M	12051 8TH AVE	HANFORD	CA	93230	
Property owner			MARCHBANKS FARMS INC	14419 8TH AVE	HANFORD	CA	93230	
Property owner			MARCHBANKS GARY A & KAREN D	44419 8TH AVE	HANFORD	CA	93230	
Property owner			MARDIROSIAN BEDROS	1935 BROADWAY	FRESNO	CA	93721	
Property owner			MARDIROSIAN BEDROS	1935 BROADWAY	FRESNO	CA	93721	
Property owner			MARDIROSIAN BEDROS	1935 BROADWAY	FRESNO	CA	93721	
Property owner			MARDIROSIAN BEDROS	1935 BROADWAY	FRESNO	CA	93721	
Property owner			MARDIROSIAN BEDROS	1935 BROADWAY	FRESNO	CA	93721	
Property owner			MARDIROSIAN BEDROS	1935 BROADWAY	FRESNO	CA	93721	
Property owner			MAROOT CHARLES JON & JUDITH ANN	1555 W TWAIN	FRESNO	CA	93711	
Property owner			MAROOT CHARLES JON & JUDITH ANN	1555 W TWAIN	FRESNO	CA	93711	
Property owner			MARQUEZ JAIME L & ANA D	2507 W LAKE VAN NESS CIR	FRESNO	CA	93711	
Property owner			MARQUEZ TARA	3304 COSMIC DR	BAKERSFIELD	CA	93312	
Property owner			MARSCO LLC	% A WONG				
Property owner			MARTELLA FRED H ESTATE	337 TAMARACK CT	HANFORD	CA	93230	
Property owner			MARTELLA TOM C & SHIRLEY A	16585 11TH AVE	HANFORD	CA	93230	
Property owner			MARTELLA TOM C & SHIRLEY A	16585 11TH AVE	HANFORD	CA	93230	
Property owner			MARTELLA TOM C & SHIRLEY A	16585 11TH AVE	HANFORD	CA	93230	
Property owner			MARTELLA TOM C & SHIRLEY A	16585 11TH AVE	HANFORD	CA	93230	
Property owner			MARTHEDAL JON E & SANDRA J -	1280 E LINCOLN AVE	FRESNO	CA	93725	
Property owner			MARTIN ELSIE	234 W EARL CT	HANFORD	CA	93230	
Property owner			MARTIN ELSIE	234 W EARL CT	HANFORD	CA	93230	
Property owner			MARTIN ELSIE	234 W EARL CT	HANFORD	CA	93230	
Property owner			MARTIN ELSIE	234 W EARL CT	HANFORD	CA	93230	
Property owner			MARTIN JOHN H REV TR	1316 J ST	WASCO	CA	93280	
Property owner			MARTINEZ GEORGE S M & RITA G	2191 INDEPENDENCE PL	HANFORD	CA	93230	
Property owner			MARTINEZ GINA	1409 10TH AVE	DELANO	CA	93216	
Property owner			MARTINEZ JOHNNIE DARREN	3601 PIEDMONT AV	BAKERSFIELD	CA	93312	
Property owner			MARTINEZ MANUEL OCHOA/SOCORRO LIFE EST -	535 F	FRESNO	CA	93706	
Property owner			MARTINO DONALD V & ERMA J	9804 ENGER ST	BAKERSFIELD	CA	93312	
Property owner			MARTIROSIAN ZARKIS TRUSTEE -	6748 N DEVOLF	CLOVIS	CA	93611	
Property owner			MASELL JOSEPH G	22281 TORO HILLS DR	SALINAS	CA	93908	
Property owner			MASTER-HALCO INC	P O BOX 365	LA HABRA	CA	90633	
Property owner			MATOIAN MATHIAS F TRUSTEE -	P O BOX 12838	FRESNO	CA	93779	
Property owner			MATOIAN MATHIAS F TRUSTEE -	P O BOX 12838	FRESNO	CA	93779	
Property owner			MAYES KENNITH E & HAZEL M LIV TR	2323 DEAN AV	BAKERSFIELD	CA	93312	
Property owner			MAYES KENNITH E & HAZEL M LIV TR	2321 DEAN AV	BAKERSFIELD	CA	933122722	
Property owner			MC CARTHY FAMILY FARMS INC	P O BOX 577	CORCORAN	CA	93212	
Property owner			MC CARTHY R PATRICK (TR)	P O BOX 577	CORCORAN	CA	93212	
Property owner			MC CARTHY R PATRICK (TR)	P O BOX 577	CORCORAN	CA	93212	
Property owner			MC CARTHY R PATRICK (TR)	P O BOX 577	CORCORAN	CA	93212	
Property owner			MC CASKILL JAMES B & CHARLOTTE M	3709 PIEDMONT AV	BAKERSFIELD	CA	93312	
Property owner			MC CASLAND CALVIN D & BARBARA A	21459 CHARLIE CHAMBERS DR	HANFORD	CA	93230	
Property owner			MC CLATCHY NEWSPAPERS	P O BOX 15779	SACRAMENTO	CA	95852	
Property owner			MC CLATCHY NEWSPAPERS INC	P O BOX 15779	SACRAMENTO	CA	95852	
Property owner			MC CLURG JACKIE J	2222 E MANNING	FRESNO	CA	93725	
Property owner			MC CRONE ROBERT & JODY	2174 FREEDOM ST	HANFORD	CA	93230	
Property owner			MC CULLAH STEVEN & M KATHLEEN	10027 HOLLAND ST	BAKERSFIELD	CA	933122710	
Property owner			MC DOWELL JAMES M & DEBORAH L	10600 LA CRESENTA DR	BAKERSFIELD	CA	933123229	
Property owner			MC GRANE EUGENE W JR	146 S ATLANTIC AVE	ORMOND BEACH	FL	32176	
Property owner			MC GRANE REALTY COMPANY A PTP	12 SOUTHLAND RD	ORMOND BEACH	FL	32174	
Property owner			MC GRANE REALTY COMPANY A PTP	12 SOUTHLAND RD	ORMOND BEACH	FL	32174	
Property owner			MC KNIGHT CLEVE D	714 TRUXTUN AV	BAKERSFIELD	CA	93301	
Property owner			MC LAUGHLIN STILES T TRUSTEE -	2827 W COMPTON CT	FRESNO	CA	93711	
Property owner			MC MILLIN CAPELLA LLC	12015 CACTUS DR	SAN DIEGO	CA	921865104	
Property owner			MEANS JOHNNY P & JO ANN	10704 LA CRESENTA DR	BAKERSFIELD	CA	933123262	
Property owner			MEAR FAMILY TRUST	122 CALLE DEL PACIFICO	SAN CLEMENTE	CA	92672	
Property owner			MEDEIROS GEORGE J	8328 E RIVERDALE AVE	LATON	CA	93242	
Property owner			MEDEIROS GEORGE J	8328 E RIVERDALE AVE	LATON	CA	93242	
Property owner			MEDINA DAVID	11923 COMPASS AV	BAKERSFIELD	CA	93312	
Property owner			MEEKS CALVIN D & PAMALA A	2158 INDEPENDENCE PL	HANFORD	CA	93230	
Property owner			MELGA CANAL CO	P O BOX 877	CORCORAN	CA	93212	
Property owner			MENDES VICTOR & DEBBIE (TRS)	13356 AVE 168	TIPTON	CA	93272	
Property owner			MENDES VICTOR & DEBBIE (TRS)	13356 AVE 168	TIPTON	CA	93272	
Property owner			MENDES VICTOR L & DEBBIE (TRS)	13356 AVE 168	TIPTON	CA	93272	
Property owner			MENDEZ JESSE B & AURORA L	1920 VENTURA ST	FRESNO	CA	93721	
Property owner			MENDIBURU JUAN	11216 AIMEE WY	BAKERSFIELD	CA	93312	
Property owner			MENDOZA HELEN	9801 ENGER ST	BAKERSFIELD	CA	93312	

TYPE	ORGANIZATION	TITLE	NAME	ADDRESS	CITY	STATE	ZIP	EMAIL
Property owner			MENEZES ALICE TRUSTEE	4409 E CLARKSON	SELMA	CA	93662	
Property owner			MENEZES FRANK JR & PATRICIA A	20270 S CLOVIS	LATON	CA	93242	
Property owner			MERCURY REALTY LLC	4843 VICTOR ST	JACKSONVILLE	FL	32207	
Property owner			MERRILL LYNCH FIRST FRANKLIN MTG LOAN TRUST	11911 COMPASS AV	PITTSBURGH	PA	15212	
Property owner			MERRILL LYNCH MORTGAGE INVESTORS TRUST	11505 LARIAT CT	HOUSTON	TX	77081	
Property owner			MEUX PETER C	1060 FULTON MALL #701	FRESNO	CA	93721	
Property owner			MIDCAL LLC	2300 VERDUGO LN	BAKERSFIELD	CA	93312	
Property owner			MIDCAL LLC	10525 ROSEDALE HW	BAKERSFIELD	CA	93312	
Property owner			MIDCAL LLC	10511 ROSEDALE HW	BAKERSFIELD	CA	93312	
Property owner			MILLER DAVID W & LAURA KAY	P O BOX 12204	FRESNO	CA	93776	
Property owner			MIRANDA GRISELDA	804 GARDNER AVE	CORCORAN	CA	93212	
Property owner			MIRANDA STEVEN & LINDA A	5407 S ORANGE	FRESNO	CA	93725	
Property owner			MISER TIMOTHY P & PAULA D	11200 AIMEE WY	BAKERSFIELD	CA	93312	
Property owner			MITISEK BRYAN S	10031 HOLLAND ST	BAKERSFIELD	CA	933122710	
Property owner			MITTELSTEAD HAROLD A ESTATE	22228 S WALNUT AVE	RIVERDALE	CA	93656	
Property owner			MITTELSTEAD HAROLD A ESTATE	22228 S WALNUT AVE	RIVERDALE	CA	93656	
Property owner			MIYA HARRY & NANCY LIVING TRUST	7597 13TH AVE	HANFORD	CA	93230	
Property owner			MIYA HARRY & NANCY LIVING TRUST	7597 13TH AVE	HANFORD	CA	93230	
Property owner			MODERN CUSTOM FABRICATION INC	% MODERN WELDING CO	HANFORD	CA	93230	
Property owner			MONTEREY CHEMICAL CO INC	P O BOX 35000	FRESNO	CA	93745	
Property owner			MONTES FRANK & SONIA	11904 NEBULA CT	BAKERSFIELD	CA	93312	
Property owner			MONTGOMERY LOUIS G	10304 HOLLAND ST	BAKERSFIELD	CA	933122709	
Property owner			MONTGOMERY MICHAEL J	2802 W DOWNING CT	FRESNO	CA	93711	
Property owner			MONTOYA NOEL	1777 NOMARK CT	SAN JOSE	CA	95125	
Property owner			MONTURAH CO / CALBOURNE FARMS	4735 N MAROA AVE	FRESNO	CA	93704	
Property owner			MOREAU ALFRED N JR & PATSY A	11101 AIMEE WY	BAKERSFIELD	CA	93312	
Property owner			MOREHOUSE JOHN PRESTON	11217 DEE DEE CT	BAKERSFIELD	CA	933123250	
Property owner			MORRIS PROCTOR INC	P O BOX 623	CORCORAN	CA	93212	
Property owner			MORRIS PROCTOR INC	P O BOX 623	CORCORAN	CA	93212	
Property owner			MORRIS PROCTOR INC	P O BOX 623	CORCORAN	CA	93212	
Property owner			MTM PROP INC	331 TRUXTUN AV	BAKERSFIELD	CA	93306	
Property owner			MTM PROP INC	315 TRUXTUN AV	BAKERSFIELD	CA	93306	
Property owner			MURRAY BRENDA MARTIN	4217 12 3/4 AVE	HANFORD	CA	93230	
Property owner			MURRAY DENNIS	% C MURRAY				
Property owner			MURRAY JERRY L & PENNY J	P O BOX 11664	FRESNO	CA	93774	
Property owner			MUSLEH ALI M	1545 TULARE	FRESNO	CA	93706	
Property owner			MYERS SHARLEEN B & SHEM A	11117 DEE DEE CT	BAKERSFIELD	CA	93312	
Property owner			NACHTIGALL TERRY A & JENNIFER A	200 HWY 43 N	BAKERSFIELD	CA	933127055	
Property owner			NASH DAIRY CO	4225 E CONEJO	SELMA	CA	93662	
Property owner			NASH MILDRED TRUSTEE	4225 E CONEJO	SELMA	CA	93662	
Property owner			NASH MILDRED TRUSTEE	4225 E CONEJO AVE	SELMA	CA	93662	
Property owner			NASH MILDRED TRUSTEE	4225 E CONEJO	SELMA	CA	93662	
Property owner			NATIONSTAR MTG LLC	3533 PIEDMONT AV	LEWISVILLE	TX	75067	
Property owner			NAVARRO AIME	2325 DEAN AV	BAKERSFIELD	CA	93312	
Property owner			NAVARRO JOHNNY R & MARY R	556 WHITLEY AVE	CORCORAN	CA	93212	
Property owner			NEILL CANDICE R & RYAN K	3409 OMEGA CT	BAKERSFIELD	CA	93312	
Property owner			NELSON WENDWELL	3404 OMEGA CT	BAKERSFIELD	CA	93312	
Property owner			NERSESIAN OSCAR RICHARD	1038 F ST	FRESNO	CA	93706	
Property owner			NETTO ARNOLD & ELSIE TRUSTEES	3799 10TH	HANFORD	CA	93230	
Property owner			NETTO ARNOLD J JR & ALLISON S	8134 E RIVERDALE	LATON	CA	93242	
Property owner			NEUFELD ERNEST A EXEMPT TR	29194 MC COMBS RD	WASCO	CA	932809678	
Property owner			NEUFELD FMLY TR & NEUFELD J R	14868 HWY 43	WASCO	CA	93280	
Property owner			NEVES FAMILY TRUST	P O BOX 728	ARMONA	CA	93202	
Property owner			NEVES FAMILY TRUST	P O BOX 728	ARMONA	CA	93202	
Property owner			NEW ADVANCES PEOPLE WITH DISABILITIES	1517 F ST	BAKERSFIELD	CA	93301	
Property owner			NEWTON BETTY LOU	12703 DOUGLAS AVE	HANFORD	CA	93230	
Property owner			NGUYEN KIM LIEN	11721 STARLIGHT DR	BAKERSFIELD	CA	93312	
Property owner			NGUYEN TRANG V & TRAN HOA DIEP	11900 NEBULA CT	BAKERSFIELD	CA	93312	
Property owner			NICHOLS BILLY JOE	9506 WATERBURY DR	BAKERSFIELD	CA	93312	
Property owner			NICHOLS FARMS	13762 1ST AVE	HANFORD	CA	93230	
Property owner			NIELSEN DAVID & CHRISTINE R TR	423 TRUXTUN AV	BAKERSFIELD	CA	93311	
Property owner			NINNIS GAYL R & H JEAN TRUSTEES	4962 N CHANNING	FRESNO	CA	93705	
Property owner			NIPPON BUILDING CO	P O BOX 492	FOWLER	CA	93625	
Property owner			NIPPON BUILDING CO	3589 E JEFFERSON AVE	FRESNO	CA	93725	
Property owner			NORWOOD SUEANNA	10901 ROSEDALE HY	BAKERSFIELD	CA	93312	
Property owner			NUNEZ MARIA A	3212 COSMIC DR	BAKERSFIELD	CA	93312	
Property owner			NUVAL ARDEN	3103 CAMPFIRE DR	BAKERSFIELD	CA	93312	
Property owner			NYDAM BERNARD H & MELISSA A TRUSTEES	8177 E RIVERDALE	LATON	CA	93242	
Property owner			O BRIEN GERALD D & CAROL L TRS	1515 MERCED ST	LATON	CA	93706	
Property owner			O CONNOR RYAN & KERI	11621 CACTUS DR	BAKERSFIELD	CA	93312	
Property owner			O NEILL LIVING TRUST	3609 PIEDMONT AV	BAKERSFIELD	CA	93308	
Property owner			OCHOA ANDREW V	818 F STREET	FRESNO	CA	93706	
Property owner			OCHOA ANDREW V	5041 E TOWNSEND AVE	FRESNO	CA	93727	
Property owner			OCHOA ANDREW V	5041 E TOWNSEND AVE	FRESNO	CA	93727	
Property owner			OFFILL ROGER L & ALICE L	3501 PIEDMONT AV	BAKERSFIELD	CA	93312	
Property owner				C/O MASTEN TOWERS				
Property owner			OLDER AMERICANS HOUSING INC	1240 BROADWAY PLAZA				
Property owner			OPTIMAL PHARMACIES INC	2601 16TH ST STE A	BAKERSFIELD	CA	93301	
Property owner				% MTN VIEW IND PARK INC				
Property owner			ORBIT FLORAL CORPORATION	630 N SAN MATEO DR				
Property owner			ORNELAS MIGUEL	1510 F ST	BAKERSFIELD	CA	93301	
Property owner			ORO FINANCIAL OF CALIFORNIA INC	2304 W SHAW AVE	FRESNO	CA	93711	
Property owner			OROS GARY & MONICA	3201 JEWETTA AV	BAKERSFIELD	CA	93312	
Property owner			OSBORNE JEAN	P O BOX 741	LATON	CA	93242	
Property owner			OTANI PROPERTIES	1960 13TH	REEDLEY	CA	93654	
Property owner			OWENS DAVID & SHARON	6510 N FRUIT	FRESNO	CA	93711	
Property owner			OWENS DAVID L & SHARON W	6510 N FRUIT	FRESNO	CA	93711	
Property owner			OWENS DAVID L & SHARON W	6510 N FRUIT	FRESNO	CA	93711	
Property owner			OWENS DAVID L & SHARON W	6510 N FRUIT	FRESNO	CA	93711	
Property owner			PACCIORINI JOHN JULIAN	1417 K ST	BAKERSFIELD	CA	93306	
Property owner			PACHECO ANGEL & ROSA	905 GARDNER AVE	CORCORAN	CA	93212	
Property owner			PACHECO GABRIEL & MARTHA	26301 RD 52	TULARE	CA	93274	
Property owner			PACHECO TONY & DELFINA	26301 RD 52	TULARE	CA	93274	
Property owner			PACHECO TONY & DELFINA	26301 RD 52	TULARE	CA	93274	
Property owner			PACIFIC STABILIZERS	ATTN K BLADES				
Property owner			PALIMBO ROSEMARY	12501 IONA AVE	HANFORD	CA	93230	
Property owner			PAPAZIAN JACK RICHARD & GLORIA J TRS	P O BOX 9784	FRESNO	CA	93794	
Property owner			PAPAZIAN ROBERT	2479 E COPPER AVE	CLOVIS	CA	93611	
Property owner			PAPAZIAN ROBERT	2479 E COPPER AVE	CLOVIS	CA	93611	
Property owner			PARENTI POLLY ANNA	3474 W JENSEN	FRESNO	CA	93706	
Property owner			PARTIN JOHN & EDITH G	2178 CHARLIE CHAMBERS DR	HANFORD	CA	93230	
Property owner			PASHAYAN CHARLES S	4735 N MAROA AVE	FRESNO	CA	93704	
Property owner			PASHAYAN PROPERTIES INC	4735 N MAROA AVE	FRESNO	CA	93704	
Property owner			PASHAYAN PROPERTIES INC	4735 N MAROA AVE	FRESNO	CA	93704	
Property owner			PATEL ARVIND GOPAL & DARSHNIKA	2309 SOUTH G	FRESNO	CA	93721	
Property owner			PAYNE JASON L & SIMONE M	3109 SILVER SPUR WY	BAKERSFIELD	CA	93312	
Property owner			PEARCE VERA	4023 PACHECO ST	SAN FRANCISCO	CA	94116	
Property owner				% J PETILLA				
Property owner			PENNER CARLOS	280 N BUNDY				
Property owner			PENNY NEWMAN MILLING LLC	P O BOX 12147	FRESNO	CA	93776	
Property owner			PENNY-NEWMAN MILLING CO LLC	P O BOX 12147	FRESNO	CA	93776	
Property owner			PENNY-NEWMAN MILLING LLC	P O BOX 12147	FRESNO	CA	93776	
Property owner			PENROSE JEFFREY & JOSLYN	10701 LA CRESENTA DR	BAKERSFIELD	CA	933123264	
Property owner			PEP PROPERTIES INC	3111 W ALLEGHENY AVE	PHILADELPHIA	PA	19132	
Property owner			PEP PROPERTIES INC	3111 W ALLEGHENY AVE	PHILADELPHIA	PA	19132	
Property owner			PEP PROPERTIES INC	3111 W ALLEGHENY AVE	PHILADELPHIA	PA	19132	
Property owner			PEREIRRA JOSEPH B	P O BOX 387	HANFORD	CA	93232	
Property owner			PEREZ ANTONIO	915 GARDNER AVE	CORCORAN	CA	93212	
Property owner			PEREZ ANTONIO P & CARMEN F	915 GARDNER AVE	CORCORAN	CA	93212	
Property owner			PEREZ SANTOS & MARTHA NAVARRO	3265 W MADISON	FRESNO	CA	93706	
Property owner			PERRY MARK	12015 GALILEO DR	BAKERSFIELD	CA	933123362	
Property owner			PETERS RICHARD & BARBARA	1801 S MINNEWAWA AVE	FRESNO	CA	93727	
Property owner			PHEASANT HILLS FARMS INC	4597 AVE 272, %JOHN & INGRID	VISALIA	CA	93277	
Property owner			PHILLIPS JACK C & DORIS M	P O BOX 548	DELANO	CA	93216	
Property owner			PICKERELL 71 LLC	806 9TH ST	PASO ROBLES	CA	93446	
Property owner			PIERCE RONALD D & ROSALIE L	31327 ORANGE AV	SHAFTER	CA	93263	
Property owner			PIERRO AL	HC-1 BOX 35000	EARLIMART	CA	93219	
Property owner			PIERRO AL	HC-1 BOX 35000	EARLIMART	CA	93219	
Property owner			PIERRO JEFFERSON & GENEVA (LE)	4207 S REAL RD	BAKERSFIELD	CA	93313	
Property owner			PIERRO JEFFERSON & GENEVA (LE)	4207 S REAL RD	BAKERSFIELD	CA	93314	

TYPE	ORGANIZATION	TITLE	NAME	ADDRESS	CITY	STATE	ZIP	EMAIL
Property owner			PILEGARD CARL A	1068 G STREET	FRESNO	CA	93706	
Property owner			PILEGARD CARL A	1068 G STREET	FRESNO	CA	93706	
Property owner			PILEGARD CARL A & JOHANNA	1068 G	FRESNO	CA	93706	
Property owner			PIONEER FARM EQUIPMENT CO	1400 J ST	FRESNO	CA	93777	
Property owner			POBLETE JOHNATAN C & JOCELYN K	824 N MOUNT VERNON AVE	HANFORD	CA	93230	
Property owner			POPE CORNELIUS E	3764 RD 84	AULENSWORTH	CA	93219	
Property owner			POULSEN BRUCE ARTHUR	1121 E KELSO	FRESNO	CA	93720	
Property owner			POULSEN BRUCE ARTHUR	1121 E KELSO	FRESNO	CA	93720	
Property owner			POVERELLO HOUSE	% J CONNELL P O BOX 12225				
Property owner			POVERELLO HOUSE	% J CONNELL P O BOX 12225				
Property owner			POVERELLO HOUSE	ATTN J CONNELL P O BOX 12225				
Property owner			POWERS MICHAEL & BRIANA	11617 CACTUS DR	BAKERSFIELD	CA	933123312	
Property owner			PREJEAN HINES A	1830 MC PEAK CT	TRACY	CA	95376	
Property owner			PREMIERE FARMLAND PARTNERS IV L P	13767 CHERRY AV	CHAMPAIGN	IL	618263009	
Property owner			PRESNELL I MARIE ET AL	421 TRUXTUN AV	BAKERSFIELD	CA	93301	
Property owner			PRICE DENNIS W & VICTORIA	10201 HOLLAND ST	BAKERSFIELD	CA	933148985	
Property owner			PRINCE NINA TR	11208 AIMEE WY	BAKERSFIELD	CA	93312	
Property owner			PROFESSIONAL ASBESTOS REMOVAL CORP	P O BOX 10077	FRESNO	CA	93745	
Property owner			PUBLIC CEMETERY DIST NO 1	18662 SANTA FE WY		CA		
Property owner			PULLINGER DEREK JAMES & ADORA	13690 S CHESTNUT	SELMA	CA	93662	
Property owner			QUACH TUAN A & HUYNH JAMI K	2701 NICOLE WY	BAKERSFIELD	CA	933123276	
Property owner			QUAN HENRY JR TR	3187 W DAKOTA AVE	FRESNO	CA	93722	
Property owner			QUINTERO JOSE M & ROSEMARY	1839 W PICADILLY LN	HANFORD	CA	93230	
Property owner			QUINTERO PATRICIA I	11808 CACTUS DR	BAKERSFIELD	CA	93312	
Property owner			QUITORIANO AGATHA	330 W SIERRA #142	FRESNO	CA	93704	
Property owner			R & R GENERAL LLC	3021 16TH ST	SAN CLEMENTE	CA	92673	
Property owner			R W L INVESTMENTS INC	4919 TIDEWATER AVE #B	OAKLAND	CA	94601	
Property owner			RAGSDALE ROBERT C & HELENA	5482 E ASHLAN	FRESNO	CA	93727	
Property owner			RAKESTRAW BRIAN	10801 ROSEDALE HW	CLEARWATER	FL	337591405	
Property owner			RAMIREZ ROBERTO & MARIA A	916 PICKERELL AVE	CORCORAN	CA	93212	
Property owner			RAMIREZ ROGERIO	P O BOX 493	ALPAUGH	CA	93201	
Property owner			RAMIREZ ROGERIO	P O BOX 493	ALPAUGH	CA	93201	
Property owner			RAMOS FREDY & VERONICA	11209 AIMEE WY	BAKERSFIELD	CA	93312	
Property owner			RANEY DEL	4325 E TULARE	FRESNO	CA	93702	
Property owner			RAPS FRESNO LLC	229 KINGS CT	SAN CARLOS	CA	94070	
Property owner			RAYMOND NEAL C TRUST	7131 CHARITY AV	BAKERSFIELD	CA	93308	
Property owner			REEL PAULA	10601 LA CRESENTA DR	BAKERSFIELD	CA	93312	
Property owner			REICHERT MICHAEL G & DEBRA J	2212 VERDUGO LN	BAKERSFIELD	CA	933123217	
Property owner			REIS HENRY AND JOSEPHINE	6711 DEWOODY	LATON	CA	93242	
Property owner			REITSMA JELLE H & ROXANNE M	13406 RD 24	CORCORAN	CA	93212	
Property owner			REITSMA JELLE-HANS & ROXANNE	2520 AVE 136	CORCORAN	CA	93212	
Property owner			REMOTIGUE FRANCISCO E & CATHERINE M	2157 INDEPENDENCE PL	HANFORD	CA	93230	
Property owner			RENGE MELVIN K	833 F	FRESNO	CA	93706	
Property owner			RENGE MELVIN K	833 F	FRESNO	CA	93706	
Property owner			RENICK DARREN	2318 VERDUGO LN	BAKERSFIELD	CA	93312	
Property owner			RICE RAY C & WILLA MAE	11209 DEE DEE CT	BAKERSFIELD	CA	933123250	
Property owner			RIDGE PROPERTIES	P O BOX 1935	FRESNO	CA	93718	
Property owner			RIZER LARRY & PAMELA	2209 DEAN AV	BAKERSFIELD	CA	93312	
Property owner			RN C MBA INC	4801 TRUXTUN AV	BAKERSFIELD	CA	93309	
Property owner			ROBERTSON POLLY ANN	9930 ENGER ST	BAKERSFIELD	CA	93312	
Property owner			RODERICK CHRIS	12013 COMPASS AV	BAKERSFIELD	CA	93312	
Property owner			RODRIGUEZ HENRY R	1308 ORANGE AVE	CORCORAN	CA	93212	
Property owner			RODRIGUEZ JUAN & JUANA	H C 3400 RD 84	EARLIMART	CA	93219	
Property owner			RODRIGUEZ MANUEL V & ESTELA R	2157 W CLARIDGE WAY	HANFORD	CA	93230	
Property owner			RODRIGUEZ PABLO ALVAREZ	13662 S CHESTNUT	SELMA	CA	93662	
Property owner			ROELOFFS JOHN W & MARJORIE L (TRS)	13202 RD 104	TIPTON	CA	93272	
Property owner			ROELOFFS JOHN W & MARJORIE L (TRS)	13202 RD 104	TIPTON	CA	93272	
Property owner			ROGERS ARLIE A & FANNY S	5462 E CONEJO AVE	SELMA	CA	93662	
Property owner			ROGERS ARLIE A & FANNY S	5462 E CONEJO AVE	SELMA	CA	93662	
Property owner			ROMERO LUPE & VERA	1199 EVERGREEN	SELMA	CA	93662	
Property owner			ROMERO LUPE RODRIGUEZ	13242 S CHESTNUT	SELMA	CA	93662	
Property owner			ROMO JOHNNY L	12003 CACTUS DR	BAKERSFIELD	CA	93312	
Property owner			ROTH HENRY & AIDA TRUSTEES	2834 MITCHELL	CLOVIS	CA	93611	
Property owner			RUMBLES LASHAWN	2162 FRANKLIN WAY	HANFORD	CA	93230	
Property owner			RYAN PATRICK J	422 TRUXTUN AV	BAKERSFIELD	CA	93312	
Property owner			RYGH NANCY SUE	10113 HOLLAND ST	BAKERSFIELD	CA	933122710	
Property owner			S & A SOUZA FARMS INC	9461 TRASK AVE, %DONALD S	GARDEN GROVE	CA	92844	
Property owner			S & A SOUZA FARMS INC	9461 TRASK AVE, %DONALD S	GARDEN GROVE	CA	92844	
Property owner			S & P INVESTMENTS LLC	4106 S CEDAR	FRESNO	CA	93725	
Property owner			SAHAKIAN JOHN A & MARY TRUSTEES	6384 E BUTLER	FRESNO	CA	93727	
Property owner			SALYARDS LARRY D	29128 SCHUSTER RD	WASCO	CA	93280	
Property owner			SALYARDS LARRY D & LINDA G	29140 SCHUSTER RD	WASCO	CA	93280	
Property owner			SALYER FRED	277 OREGON AVE	CORCORAN	CA	93212	
Property owner			SALYER LAND CO	P O BOX 488	CORCORAN	CA	93212	
Property owner			SALYER MARIAN R	P O BOX 488	CORCORAN	CA	93212	
Property owner			SAN JOAQUIN CROPS CO INC	HIGHWAY 46 RR				
Property owner			SANCHEZ DENNIS	11290 HOUSTON AVE	HANFORD	CA	93230	
Property owner			SANCHEZ DENNIS J	11300 HOUSTON AVE	HANFORD	CA	93230	
Property owner			SANCHEZ PETER R	11300 HOUSTON AVE	HANFORD	CA	93230	
Property owner			SANDOVAL EMILIO	1418 G	FRESNO	CA	93706	
Property owner			SANTIAGO FELIPE S JR & FLOREDELIZ A	2175 INDEPENDENCE PL	HANFORD	CA	93230	
Property owner			SAUCEDA JUANITA	810 GARDNER AVE	CORCORAN	CA	93212	
Property owner			SAUCEDO JAVIER	10416 HOLLAND ST	BAKERSFIELD	CA	93311	
Property owner			SCHAKEL FAMILY PARTNERSHIP LP	PO BOX 1817	TIPTON	CA	93272	
Property owner			SCHAKEL FAMILY PARTNERSHIP LP	PO BOX 1817	TIPTON	CA	93272	
Property owner			SCHAKEL FAMILY PARTNERSHIP LP	PO BOX 1817	TIPTON	CA	93272	
Property owner			SCHAKEL FAMILY PARTNERSHIP LP	PO BOX 1817	TIPTON	CA	93272	
Property owner			SCHAKEL FAMILY PARTNERSHIP LP	PO BOX 1817	TIPTON	CA	93272	
Property owner			SCHEDLER VIOLET C TRUSTEE	1001 SYLMAR #95	CLOVIS	CA	93612	
Property owner			SCHEDLER VIOLET C TRUSTEE	1001 SYLMAR #95	CLOVIS	CA	93612	
Property owner			SCHMIDT MARVIN D & BARBARA A	11501 LARIAT CT	BAKERSFIELD	CA	933123313	
Property owner			SCHROEDER BEN J & YVETTE D	16002 WASCO AV	ORLANDO	FL	32806	
Property owner			SCHULTZ ALMA LUCILLE	9704 ENGER ST	MADERA	CA	93636	
Property owner			SCOTT KENNETH & MICHELE	3517 PIEDMONT AV	BAKERSFIELD	CA	93312	
Property owner			SCOTT WESLEY LLC	2701 16TH ST	BISHOP	CA	93515	
Property owner			SEARLES TOM	9730 ENGER ST	BAKERSFIELD	CA	933900010	
Property owner			SECURITY PACIFIC NATIONAL BANK TR	% BANK OF AMERICA				
Property owner			SEED SERVICES INC	ATTN R HARTMAN				
Property owner			SEHM WINIFRED DELLA	2320 VERDUGO LN	BAKERSFIELD	CA	933112660	
Property owner			SELSOR ROGER L	4492 W VANDGRIFT	FRESNO	CA	93722	
Property owner			SHACO LLC	2301 VERDUGO LN	BAKERSFIELD	CA	93312	
Property owner			SHACO LLC	10727 ROSEDALE HY	BAKERSFIELD	CA	93312	
Property owner			SHAFTER CONCRETE PIPE CO	1690 RIVERSIDE E ST	SHAFTER	CA	93263	
Property owner			SHAMSHOIAN JUNE LIFE ESTATE	2789 W BLUFF	FRESNO	CA	93711	
Property owner			SHEFIELD FAMILY TR	9105 LANGLEY RD	BAKERSFIELD	CA	933128619	
Property owner			SHELBY EUNAH E TRUSTEE	2556 E NEBRASKA	FRESNO	CA	93725	
Property owner			SHERMAN BEHRENS J M & M	12284 DOUGLAS AVE	HANFORD	CA	93230	
Property owner			SHIPPY DOUGLAS R & PRYZNY MARY B	12005 COMPASS AV	BAKERSFIELD	CA	93312	
Property owner			SHORT DUSTIN	3400 OMEGA CT	BAKERSFIELD	CA	93312	
Property owner			SHUBIN WILLIAM M & MARTHA TRUSTEES	7033 W RIALTO	FRESNO	CA	93722	
Property owner			SHUBIN WILLIAM M & MARTHA TRUSTEES	7033 W RIALTO	FRESNO	CA	93722	
Property owner			SHUEMAKE MICHAEL LOUIS & BEVERLY JANE	P O BOX 12427	FRESNO	CA	93777	
Property owner			SHUEMAKE MICHAEL LOUIS & BEVERLY JANE	P O BOX 12427	FRESNO	CA	93777	
Property owner			SIDHU DARSHAN & RANJIT K	9570 E SOUTH AVE	SELMA	CA	93662	
Property owner			SIHOTA DALWINDER & CHARANJIT	6247 E NORTH	FRESNO	CA	93725	
Property owner			SILL FAMILY PARTNERSHIP	1400 S ST	BAKERSFIELD	CA	93301	
Property owner			SILVA AMY	463 UNION CIR	HANFORD	CA	93230	
Property owner			SILVA FRANK V JR & FRANCIS E	4806 E TULARE	FRESNO	CA	93727	
Property owner			SILVA JESSE P TRUSTEE	3451 E HARLAN	LATON	CA	93242	
Property owner			SILVA JESSE P TRUSTEE	3451 HARLAN	LATON	CA	93242	
Property owner			SILVEIRA CRAIG	2143 N ADAMS	TULARE	CA	93274	
Property owner			SIMAS LENA R LIFE ESTATE	7955 14TH	HANFORD	CA	93230	
Property owner			SIMAS LENA R LIFE ESTATE	7955 14TH	HANFORD	CA	93230	
Property owner			SIMONIAN CARL L L P	1460 CARLA RDG	BEVERLY HILLS	CA	90210	
Property owner			SIMS DONALD	44 E MYERS AVE	FRESNO	CA	93277	
Property owner			SINGH MAGHER	204 BENNETTA DR	SANTA MARIA	CA	93458	
Property owner			SINGH SATWANT & HARJINDER K POONI	8061 S CEDAR	FRESNO	CA	93725	
Property owner			SMALLEY LORIN M & KYMBERLY	10713 LA CRESENTA DR	BAKERSFIELD	CA	93312	

TYPE	ORGANIZATION	TITLE	NAME	ADDRESS	CITY	STATE	ZIP	EMAIL
Property owner			SMART & FINAL INC	P O BOX 512377	LOS ANGELES	CA	90051	
Property owner			SMITH CLIFF & DEBRA	10917 ROSEDALE HY	BAKERSFIELD	CA	93312	
Property owner			SMITH GEORGIA MAE	15521 S PEACH AVE	SELMA	CA	93662	
Property owner			SMITH LINDSAY	11915 GALILEO DR	BAKERSFIELD	CA	93312	
Property owner			SMITH RUSSELL D & DOROTHY L TRUST	12823 HOUSTON AVE	HANFORD	CA	93230	
Property owner			SMITH RUSSELL D & DOROTHY L TRUST	12823 HOUSTON AVE	HANFORD	CA	93230	
Property owner			SMITH RUSSELL D & DOROTHY L TRUSTEES	12823 HOUSTON AVE	HANFORD	CA	93230	
Property owner			SMITH THOMAS A & MARGARET L LIV TRUST	2417 VERDUGO LN	BAKERSFIELD	CA	933123222	
Property owner			SOARES GEORGE & GLORIA REV FAMILY TRUST	7701 SILVA RANCH WAY	SACRAMENTO	CA	95831	
Property owner			SOTO ANGEL A	3401 OMEGA CT	BAKERSFIELD	CA	93312	
Property owner			SOUZA TIMOTHY M & DEENE FAMILY TRUST	22972 RD 140	TULARE	CA	93274	
Property owner			SPATE IVA RAYE	11652 S PEACH	FRESNO	CA	93725	
Property owner			SPENCER LEE W & DARLENE L REV TR	10301 HOLLAND ST	BAKERSFIELD	CA	933122746	
Property owner			SPIRITUAL ASSEMBLY OF THE BAHAIS	2240 N ANGUS	FRESNO	CA	93703	
Property owner			SRAN NACHHATTAR & PARAMJEET	4707 W ALLUVIAL	FRESNO	CA	93722	
Property owner			SRAN NACHHATTAR & PARAMJEET	4707 W ALLUVIAL	FRESNO	CA	93722	
Property owner			STAMPER JAMES W & BEVERLY K	2194 W LIBERTY ST	HANFORD	CA	93230	
Property owner			STANFIELD GLORIA	1502 CHURCH	SANGER	CA	93657	
Property owner			STANLEY BRANDI	3204 COSMIC DR	BAKERSFIELD	CA	93312	
Property owner			STEPHENS ELLA F FAMILY TR	10500 LA CRESENTA DR	LODI	CA	95240	
Property owner			STEWART GARY W & DEBORAH A REV TR	445 WALKER ST	WASCO	CA	93280	
Property owner			STEWART OBED A & HELEN	P O BOX 187	CORCORAN	CA	93212	
Property owner			STICKLEY DEWEY C & JACQUIE S	11116 AIMEE WY	BAKERSFIELD	CA	93312	
Property owner			STRONG TRACY KIT	9919 HOLLAND ST	BAKERSFIELD	CA	93308	
Property owner			SUDSBURY TRAVIS W & CHRISTY S	3509 PIEDMONT AV	BAKERSFIELD	CA	93312	
Property owner			SUN BIRD FARMS	41389 ROAD 44	REEDLEY	CA	93654	
Property owner			SUN MAID FURNITURE COMPANY	5320 N WOODSON AVE	FRESNO	CA	93711	
Property owner			SUN WORLD INTERNATIONAL LLC	16899 POPLAR AV	BAKERSFIELD	CA	93308	
Property owner			SUNNY RIVER FARMS FAM LTD PTP	3001 9TH AVE	LATON	CA	93242	
Property owner			SWANSON KENNETH N & DARLA J FMYLY TR	2929 16TH ST	BAKERSFIELD	CA	93308	
Property owner			SYBESMA CHARLES FAMILY TRUST	8521 12TH AVE	HANFORD	CA	93230	
Property owner			SYBESMA CHARLES FAMILY TRUST	8521 12TH AVE	HANFORD	CA	93230	
Property owner			SYRA GLINDA	328 S 1/2 AVE	CORCORAN	CA	93212	
Property owner			TAEB NASER TRUSTEE	470 N POPLAR	ORANGE	CA	92868	
Property owner			TAPIA PETER & HILDA G	3014 S CEDAR	FRESNO	CA	93725	
Property owner			TAYLOR CHARLES & LYNDA	9912 ENGER ST	BAKERSFIELD	CA	933122752	
Property owner			TAYLOR JOSEPH E & SANDRA K	10108 HOLLAND ST	BAKERSFIELD	CA	933122745	
Property owner			TEIXEIRA JOHN FARMS INC	8290 FLINT AVE	HANFORD	CA	93230	
Property owner			TEIXEIRA JOHN FARMS INC	8290 FLINT AVE	HANFORD	CA	93230	
Property owner			TEIXEIRA JOHN FARMS INC	8290 FLINT AVE	HANFORD	CA	93230	
Property owner			TEIXEIRA MANUEL	8133 FARGO AVE	HANFORD	CA	93230	
Property owner			TEIXEIRA MANUEL & VIRGINIA	8133 FARGO AVE	HANFORD	CA	93230	
Property owner			TERNORA SAMUEL A & DIVINA E	794 N MIT	HANFORD	CA	93230	
Property owner			TEXAS MUNICIPAL PLANS CONSORTIUM LLC	% FARMLAND MNGMT SERVICES 138 REGIS ST #A				
Property owner			TEXAS MUNICIPAL PLANS CONSORTIUM LLC	% FARMLAND MNGMT SERVICES 138 REGIS ST #A				
Property owner			TERMO KING FRESNO INC	P O BOX 2367	FRESNO	CA	93745	
Property owner			THOMAS THOMAS OWEN TRUSTEE	8510 E ALLUVIAL	CLOVIS	CA	93611	
Property owner			THOMASON COLBURN R & VALDENE	7090 N MARKS #102	FRESNO	CA	93711	
Property owner			THOMASON COLBURN R & VALDENE	7090 N MARKS #102	FRESNO	CA	93711	
Property owner			THOMASON COLBURN R & VALDENE	7090 N MARKS #102	FRESNO	CA	93711	
Property owner			THOMASON COLBURN R & VALDENE	7090 N MARKS #102	FRESNO	CA	93711	
Property owner			THOMASON COLBURN R & VALDENE	7090 N MARKS #102	FRESNO	CA	93711	
Property owner			THOMASON COLBURN R & VALDENE	7090 N MARKS #102	FRESNO	CA	93711	
Property owner			THOMASON COLBURN R & VALDENE	7090 N MARKS #102	FRESNO	CA	93711	
Property owner			THOMASON COLBURN R & VALDENE	7090 N MARKS #102	FRESNO	CA	93711	
Property owner			THOMPSON JEFFREY J	10302 HOLLAND ST	BAKERSFIELD	CA	933122709	
Property owner			TOLEDO JOHN & KELLI M	29802 ROAD 44	VISALIA	CA	93291	
Property owner			TOLENTINO MARIO Q & GINA N	2103 W BERKSHIRE LN	HANFORD	CA	93230	
Property owner			TORRES BLAS	725 G ST #B	FRESNO	CA	93706	
Property owner			TORRES TRINIDAD & PAULINE TRUSTEES	4025 E RACO	FRESNO	CA	93702	
Property owner			TOS FARMS INC	9240 EXCELSIOR AVE	HANFORD	CA	93230	
Property owner			TOS WILLIAM JR & LINDA LIVING TRUST	8605 EXCELSIOR AVE	HANFORD	CA	93230	
Property owner			TOWNSEND JOHNNY R & MAYLENE	12319 S CHESTNUT	FRESNO	CA	93725	
Property owner			TRACY EVERETT H JR & LORENE	10030 HOLLAND ST	BAKERSFIELD	CA	933122744	
Property owner			TRAN STEVEN	P O BOX 478	ALVISO	CA	95002	
Property owner			TROST DANILE G & SHERRY L	3701 PIEDMONT AV	BAKERSFIELD	CA	93312	
Property owner			TRUBELOOD JOHN D & MARIA T	848 N MOUNT VERNON AVE	HANFORD	CA	93230	
Property owner			TUCK FRANK CHUN	1042 F STREET	FRESNO	CA	93706	
Property owner			TUCK SIDNEY & AMY	825 E PONTIAC WAY	FRESNO	CA	93704	
Property owner			TUCK SIDNEY CHUN	825 E PONTIAC WAY	FRESNO	CA	93704	
Property owner			TURNER ANITA L TRUSTEE	2137 E SUMNER	FRESNO	CA	93725	
Property owner			TURNER ANITA L TRUSTEE	2137 E SUMNER	FRESNO	CA	93725	
Property owner			TURPIN PAUL & DAWN	3641 PIEDMONT AV	BAKERSFIELD	CA	93312	
Property owner			TUVILLA CHONA C	11812 CACTUS DR	BAKERSFIELD	CA	93312	
Property owner			U S A FWS	500 NE MULTNOMAH ST	PORTLAND	OR	97232	
Property owner			U S BANK NATIONAL ASSOCIATION TRS	3100 SILVER SPUR WY	HOUSTON	TX	77081	
Property owner			UBAY FREDDIE R & CELESTINA C (TRS)	1918 CLINTON	DELANO	CA	93215	
Property owner			UBAY FREDDIE R & CELESTINA C (TRS)	1918 CLINTON	DELANO	CA	93216	
Property owner			ULLOA DAYANA	32123 COSMIC DR	BAKERSFIELD	CA	93312	
Property owner			URROZ FERMIN & MARGARET	1102 F ST	FRESNO	CA	93706	
Property owner			URROZ FERMIN & MARGARET	1102 F ST	FRESNO	CA	93706	
Property owner			USHER JASON C & JACKIE L	2176 W HAMPTON DR	HANFORD	CA	93230	
Property owner			VALLEJO MARCOS	P O BOX 4114	FRESNO	CA	93744	
Property owner			VALLEY PIPE & SUPPLY INC	P O BOX 551	FRESNO	CA	93709	
Property owner			VALVER PARTNERSHIP LTD	% L VANDER ARK	121 BATH ST #D-2			
Property owner			VANCE GERALD S & AYSE S	10420 HOLLAND ST	BAKERSFIELD	CA	933124657	
Property owner			VANS DAIRY A PTP	3576 12 3/4 AVE	HANFORD	CA	93230	
Property owner			VAUGHN WATER CO	ROSEDALE LN	BAKERSFIELD	CA	93312	
Property owner			VELASCO AUGUSTO M & JULIET H	802 N MOUNT VERNON AVE	HANFORD	CA	93230	
Property owner			VERBOON DORIS J SURVIVORS TR	2835 ASPEN ST	HANFORD	CA	93230	
Property owner			VICAVA LUIS	2200 DEAN AV	BAKERSFIELD	CA	93312	
Property owner			VIE-DEL COMPANY	P O BOX 2908	FRESNO	CA	93745	
Property owner			VIE-DEL COMPANY	P O BOX 2908	FRESNO	CA	93745	
Property owner			VIE-DEL COMPANY	P O BOX 2908	FRESNO	CA	93745	
Property owner			VIE-DEL COMPANY	P O BOX 2908	FRESNO	CA	93745	
Property owner			VIE-DEL COMPANY	P O BOX 2908	FRESNO	CA	93745	
Property owner			VIERRA FRANCES E LIVING TRUST	8560 EXCELSIOR AVE	HANFORD	CA	93230	
Property owner			VIERRA FRANCES E LIVING TRUST	8560 EXCELSIOR AVE; %BARBARA	HANFORD	CA	93230	
Property owner			VIERRA HELEN K ESTATE	435 E CEDAR ST	HANFORD	CA	93230	
Property owner			VIERRA MANUEL N LIVING TRUST	4250 9TH AVE	HANFORD	CA	93230	
Property owner			VIERRA MANUEL N LIVING TRUST	4250 9TH AVE	HANFORD	CA	93230	
Property owner			VIERRA RODGER E	P O BOX 1084	ATASCADERO	CA	93423	
Property owner			VIERRA RODGER E	P O BOX 1084	ATASCADERO	CA	93423	
Property owner			VIGSTROM CHARLES R & BARBARA A REV LIV TR	12905 HAGEMAN RD	BAKERSFIELD	CA	93301	
Property owner			VIRTUS NUTRITION LLC	320 SPRINGSIDE DR #300	FAIRLAWN	OH	44333	
Property owner			VIRTUS NUTRITION LLC	320 SPRINGSIDE DR #300	FAIRLAWN	OH	44333	
Property owner			VITALI MILDRED	5011 RIVER GROVE LN	MADERA	CA	93637	
Property owner			VUDRAGOVICH DAMIAN M	10809 ROSEDALE HY	BAKERSFIELD	CA	93312	
Property owner			WALKER RAE MARIE REV LIV TR	10209 HOLLAND ST	BAKERSFIELD	CA	93312	
Property owner			WALLACE JAMES E & MILLCINE M FMYLY TR	10604 LA CRESENTA DR	BAKERSFIELD	CA	933123229	
Property owner			WALTS AUTO PARTS CO INC	1021 PICKERELL AVE	CORCORAN	CA	93212	
Property owner			WARD FAMILY TRUST	2178 W BERKSHIRE LN	HANFORD	CA	93230	
Property owner			WASCO REAL PROPERTIES I LLC	KIMBERLINA RD	BAKERSFIELD	CA	93314	
Property owner			WASCO REAL PROPERTIES II LLC	29325 KIMBERLINA RD	BAKERSFIELD	CA	93314	
Property owner			WASCO REAL PROPERTIES II LLC	KIMBERLINA RD	BAKERSFIELD	CA	93314	
Property owner			WASCO REAL PROPERTIES II LLC	29341 KIMBERLINA RD	BAKERSFIELD	CA	93314	
Property owner			WASCO REAL PROPERTIES II LLC	29341 KIMBERLINA RD	BAKERSFIELD	CA	93314	
Property owner			WATERS DAVID E & BARBARA L	10017 HOLLAND ST	BAKERSFIELD	CA	93312	
Property owner			WATERS EMMA LARK	9105 S EMERALD	CHICAGO	CA	60620-2749	
Property owner			WATLEY EDITHA	5387 E KINGS CANYON #214;	FRESNO	CA	93727	
Property owner			WAYNE TURNER A & BETTY J TRUST	2840 IRONWOOD	MORRO BAY	CA	93442	
Property owner			WAYNE TURNER A & BETTY J TRUST	2840 IRONWOOD	MORRO BAY	CA	93442	
Property owner			WAYNE TURNER A & BETTY J TRUST	2840 IRONWOOD	MORRO BAY	CA	93442	
Property owner			WAYNE TURNER A & BETTY J TRUST	2840 IRONWOOD	MORRO BAY	CA	93442	
Property owner			WEBB ANTHONY B & KATHLEEN A	1720 N CHATEAU WAY	HANFORD	CA	93230	
Property owner			WEBER RONALD R & MARY L	6820 S CEDAR AVE	FRESNO	CA	93725	
Property owner			WEIR FLOWAY INC	2494 S RAILROAD AVE	FRESNO	CA	93706	
Property owner			WENTHE FRITZ M & L ANGELICA TRUSTEES	7096 N BRIARWOOD	FRESNO	CA	93711	
Property owner			WER-STAN ASSOCIATES	P O BOX 10126	FRESNO	CA	93745	

TYPE	ORGANIZATION	TITLE	NAME	ADDRESS	CITY	STATE	ZIP	EMAIL
Property owner			WER-STAN ASSOCIATES	P O BOX 10126	FRESNO	CA	93745	
Property owner			WER-STAN ASSOCIATES	P O BOX 10126	FRESNO	CA	93745	
Property owner			WER-STAN ASSOCIATES L P	P O BOX 10126	FRESNO	CA	93745	
Property owner			WEST DANIEL	2310 S RAILROAD AVE	FRESNO	CA	93721	
Property owner			WEST ISLE LINE INC	P O BOX 148	ALPAUGH	CA	93201	
Property owner			WESTWOOD FAMILY TRUST OF 1990	452 UNION CIR: %MR & MRS CECIL	HANFORD	CA	93230	
Property owner			WHISENANT NORRIS & CHRISTEIN	2160 CHARLIE CHAMBERS DR	HANFORD	CA	93230	
Property owner			WHITE RANCH LAND CO LLC	1105 DOUGLAS ST SUITE 200	BAKERSFIELD	CA	93308	
Property owner			WHITE RANCH LAND CO LLC	1105 DOUGLAS ST SUITE 200	BAKERSFIELD	CA	93308	
Property owner			WHITE RANCH LAND COMPANY LLC	2900 AVENUE 112	CORCORAN	CA	93212	
Property owner			WHITFIELD LOWELL D	P O BOX 907: %PATRICIA D	TIPTON	CA	93272	
Property owner			WIERMAN PAULETTE C	4886 N ARTHUR	FRESNO	CA	93705	
Property owner			WILBUR ELLIS CO	925 GOLDS AV	SEATTLE	WA	93188	
Property owner			WILKINSON WILLIAM G & AMY L	2180 FRANKLIN WAY	HANFORD	CA	93230	
Property owner			WILLIAMS ALICIA	2871 TURK BLVD	SAN FRANCISCO	CA	94118	
Property owner			WILLIAMS FLOYD L	1111 NEWBRIDGE ST	E PALO ALTO	CA	94303	
Property owner			WILLIAMS FLOYD L	1111 NEWBRIDGE ST	E PALO ALTO	CA	94303	
Property owner			WILLIAMS LANCE B	1774 N CHATEAU WAY	HANFORD	CA	93230	
Property owner			WILLIAMS MATT	3407 LIGHT LN	BAKERSFIELD	CA	93312	
Property owner			WILLIAMS WILLIE	4065 N FRUIT #221	FRESNO	CA	93705	
Property owner			WILSON BARBARA L	P O BOX 262	SAN LEANDRO	CA	94577	
Property owner			WILSON G&P TRUST	30141 MADERA AV	SHAFTER	CA	93263	
Property owner			WILSON LILLIE PEARL	% B WILSON				
Property owner			WILSON WAYNE D & DONNA M (TRS)	1985 GRIDLEY AVE	RENO	NV	89503	
Property owner			WINKLE RANDY	7121 CHARITY AV	BAKERSFIELD	CA	93307	
Property owner			WINTERBERG WILLIAM L REVOCABLE TRUST	12501 LACEY BLVD	HANFORD	CA	93230	
Property owner			WISBERG STEVE C & APRIL L	3717 PIEDMONT AV	BAKERSFIELD	CA	93312	
Property owner			WISECARVER FARMS	228 W ENCORE DR	HANFORD	CA	93230	
Property owner			WONG CONSTANCE B	4414 VISTA LARGO	TORRANCE	CA	90505	
Property owner			WOOD BARBARA C ET AL	4865 TRUXTUN AV	BAKERSFIELD	CA	93309	
Property owner			WOODS ALFORD W & GLENDA MAE	2206 VERDUGO LN	BAKERSFIELD	CA	933123217	
Property owner			WOOTEN JAMES R & BECKY A	3289 E KAMM	SELMA	CA	93662	
Property owner			WRIGHT PATRICK LEE & KIMBERLY	11201 DEE DEE CT	BAKERSFIELD	CA	933123250	
Property owner			XAVIER ELIZABETH C	1619 EASTGATE AVE	TULARE	CA	93274	
Property owner			YAMAMOTO YOSHINO & KAY	656 F STREET	FRESNO	CA	93706	
Property owner			YAMAMOTO YOSHINO & KAY	656 F STREET	FRESNO	CA	93706	
Property owner			YAMAMOTO YOSHINO & KAY	656 F STREET	FRESNO	CA	93706	
Property owner			YANEZ SANDY	2182 W LIBERTY ST	HANFORD	CA	93230	
Property owner			YBARRA FERNANDO	901 GARDNER AVE	CORCORAN	CA	93212	
Property owner			YEP CARLOS	462 UNION CIR	HANFORD	CA	93230	
Property owner			YING ON MERCHANTS & LABOR BENEVOLENT -	745 GRANT AVE	SAN FRANCISCO	CA	94108	
Property owner			YING ON MERCHANTS & LABOR BENEVOLENT -	745 GRANT	SAN FRANCISCO	CA	94108	
Property owner			YORKSHIRE DRIED FRUIT & NUTS INC	% PREMIER VALLEY FOODS				
Property owner			YORKSHIRE DRIED FRUIT & NUTS INC	P O BOX 67	FOWLER	CA	93625	
Property owner			YOUNG NORMAN	P O BOX 16	CABAZON	CA	92230	
Property owner			YOUNG ROY M & EDITH C LIVING TRUST	443 UNION CIR	HANFORD	CA	93230	
Property owner			YUYAMA MASAJI MARK & ELEANOR KIKUYO TRS-	5185 N BROOKS	FRESNO	CA	93711	
Property owner			YUYAMA MASAJI MARK & ELEANOR KIKUYO TRS-	5185 N BROOKS	FRESNO	CA	93711	
Property owner			YUYAMA RUTH	2175 SPRINGFIELD AVE	FRESNO	CA	93725	
Property owner			ZACARIAS CARLOS	11816 CACTUS DR	BAKERSFIELD	CA	93312	
Property owner			ZALA GHANSHYAMSINH J & GAYTRIBA G	800 TRUXTUN AV	BAKERSFIELD	CA	93301	
Property owner			ZALA GHANSHYAMSINH J & GAYTRIBA G	700 TRUXTUN AV	BAKERSFIELD	CA	93301	
Property owner			ZIMMER ROBERT K & CATHERINE E	4820 ROSEDALE LN	SANTA ANA	CA	92705	
Property owner			ZITTEL LARRY & DEBBIE	11000 ENGER ST	BAKERSFIELD	CA	933123270	
Property owner			ZONNEVELD DAIRIES INC	1560 E CERINI AVE	LATON	CA	93242	
Property owner			ZONNEVELD DAIRIES INC	1560 E CERINI AVE	LATON	CA	93243	
Property owner			ZONNEVELD DAIRIES INC	1560 E CERINI AVE	LATON	CA	93242	
Property owner			ZONNEVELD DAIRIES INC	1560 E CERINI AVE	LATON	CA	93242	
Property owner			ZONNEVELD DAIRIES INC	1560 E CERINI AVE	LATON	CA	93242	

APPENDIX E
Formal Public Scoping Meeting
Attendance List



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Name	Organization/ Business	Address	Phone	E-Mail	Would You Like Be Added To The Mailing List?	Which high-speed train section are you most interested in?
John J. St. Hilaire	Merced	2222 N Merced				<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
GU MAXELL	MAXELL HOMES	141 HARRIS DR MERCED 95341	761-0080			<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Nancy Red	City of Chandulla		665-8615	nred@chandulla.ca.us		<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Mike Nelson	Merced County					<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Marc Smith	M.I.D.	744 W. 20 th				<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
			732-5761 201-8104	msmith@mercedid.org		<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Anthony M. Ringold	Forested					<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Mary Ann Ringold		3051 Silver Sun Ct. Merced	723-5996	marcyano18542@sbglobal.net	yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Sean O'Kara	Valleyland Electric	PO Box 102 Cuning 95312	394 2421	seanokara@gmail.com		<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section



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WILLIAM, ANNE	CITY OF CHATHAM, IL	P.O. BOX 520 CHATHAM, IL 62610	204-456-1837	CALIF@NIMATIC.CO G.MAIL.COM	YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Bey Borge	Retired Trans World Subcontractor	629 Mockingbird Ct Merced CA 95340	209 769-9550	reyborge59@hotmail .com	YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Julio Garcia	Raul C. Pizzo Associates	2201 Broadway Oakland, CA, 94612	(510) 286-0214	Julio.garcia @ rizzoassoc.com	Yes	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
BRVIN HEPNER	Good Neighbor REALTOR	3516 N. G MERCEDE 95346	769-0109			<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Lee Andersen	M.C.O.E	632 W 13th St Merced	381-6601	leanders@mc oe.org	YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Nellie McGarry	McGarry Rental Properties	1590 W 16th Street	722-1594	chubbssk@sbc global.net	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
DEET WINNINS	MCTC	2001 HOWARD ROAD, STE 211, MATHOQA, CA	559 675-0791	deetk@madona.com	YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Carly Lynn Cleary		1350 Laguna St	725-8727		Yes	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Donald R. Cleary		'1	'1		'1	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section



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Catherine Melen	—	PO Box 130 Shelling 95369	(209) 563-6559	cueber@qotsky. com	yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
JOHN PETRONI		11940 Henry Avenue	209 761-7223		Yes	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
LOU SKINER	Civilian Education 130 S. 2nd St. Merced, CA 95369		559-675-8714	lou.vpc@scqlobed.net	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
MAURICIO REHBEIN	BILINGUAL TAX SERVICES	1744 G ST Suite B Merced CA 95340	209 722-6120	Bilingual TAX @ 8 mail.com	yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Bernice Vigil	The Builders Exchange	PO Box 2224 Merced CA 95344	209- 722-3612	bernice@brmerced andmaiposinc.org	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
JIM KORSHEVA	CITY COURSEWORK CITY OF CHICO		557-665 8618	JMKORSHEVA@ SBCGLOBAL.NET	YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Jeff Freitas	—	459 W. 25th St. Merced, CA	209-617-9573	freitas.jeff@gmail.com	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Brandon Hartman	Former	4444 Ave. 24 Chowchilla, CA	(209) 777-0688	bhartman-690@ yahoo.com	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Alissa Manning		2010 Fillmore Ave. Merced, CA	(559) 801-8307	lyssreader@yahoo.com	No	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section



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John D. Rose Merced	1st Gen America	P.O. Box 3406 Merced 3425 Juena av. Merced 95345	726-5307	jd@jimgoe.net		<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section <input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Tom Greve	T.I.E.		385-3503	tyrannoskeglo64.net	Yes	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section <input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Donald Walker	Retired	1260 El Portal	384-7136	—	Yes	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section <input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Billy Powell	IBEW 684	519 12th Merced	209 324 5171	billye.bush684.org	yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section <input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Mark Bouden	IBEW 684	1925 Yosemite Blvd.	209-579-5417	mark@SATC684.org	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section <input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Bill Langford	Retired	148 Madonna Dr.	209/357-0701	shaglabal.net wjsantford@	Yes	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section <input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Shirley + Gascara		Los Banos	209.826.1071	GENE TACTON1 @HOT17MIL.COM		<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section <input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Mike Gehrhard	FARMEN	1059 JEFFERSON	826-0903	Juan Coronado hotmail.com	Yes	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section <input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Juan Coronado	Merced County	2222 W'street			Yes	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section <input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section



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Mike McLaughlin	MERCED FIRE DEPT.	99 E 16th ST MERCED CA 95340	205- 385-8540	McLaughlin M e CTT@MERCED.ORG	YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
John Fisher		3180 Austin Ave, 686 E. Donna Dr. Merced CA 95340	383-5728 209- 383-0382	alan.beymer@ shglobal.net	YES	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Alan Beymer						
Kenneth Gosting	TRANS ACTION INVESTORS EUGENE TRIST	P.O. Box 167 Kidd Mines 95345	209 742-6780	trudyw @sti.net	YES	<input type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Robert Furest	—	1404 EL PORRA 209 746-1866		BOB.ADC@ SANDAG.COM	YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Lawrence S. Silva	Silva Environmental Services	9112 Rose Drive Aguata, CA 95301 (cell) 261-3009	209 357-3322 " "	sec1rat@aol.com " "	YES "	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
John George		2600 Mendocino Ave 593 COLLINS DR., APT. 3 Merced, cal, 95348	788-0357 (209) 722-1915		Yes	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section <input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Alan Fenschler						



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ANNE LOANAS	MERCED COUNTY	2222 N STREET, MERCED	209 385 7657	alanas@co.merced.ca.us	ALREADY ON	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Ann M. McCauley	Citizen	1808 Chapman Dr. Bldg 100 PC Box 642 Merced, CA 95353	209 827 3236 (209) 577-5201	anne76@yahoo.com sheglobal.net	yes	<input type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Bill Latham	Cities of Merced Pike work			blatham@mototo.com	yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
SARAY TENGUVA	MOBICOM	2222 N STREET, MERCED	385-7690	stenguva@co.merced.ca.us	YES	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
HOWARD KIVESSLEY	CITIZEN	2904 CARSTEN AVE MERCED	356-0448			<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Glenn Pace	Wellington Corporation	18640 SUTTER BLVD, HAYWARD, CA 95037	408-782-1669	glenn@wellingtoncorp.com	yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Phyllis Back	MADERA COUNTY LMA	2037 W CLEVELAND AVE MADERA	559 661-6333	rlback@maden-county.com	yes	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Robert Mansfield	Merced County Planning	2037 W CLEVELAND AVE MADERA	559 675-7824	Robert.mansfield@merced-county.ca.us	yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
CHASE HURLEY	San Luis Canal Company	DOS PALOS, CA 95620 1704 W. HENRY MILLER AVE	209.826.5112	churley@slcc.net	<input checked="" type="checkbox"/>	<input type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section



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John Harrell	RETIRED	566 WEST AVE MERCED 95344	(209) 384-2602	h3j2c2t2a @58c6a5a1 .net	yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
JEFFY DEBANION	MERCED Co Board of Supervisors	2222 N STREET MERCED, CA 95340	209 585-7366	disola.merced.ca.us	yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Mary Ward	MERCED Planning Comm	Box 2929 MERCED 95344	209 261-9933	ward.merced @aol.com		<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
TY PHIMMASON	MERCED COUNTY Assoc. of Govts. INSURED UNION	369 W. 18TH STREET MERCED ATTN: ATR	209 423-3153	ty.phimmason@mcagov.org	yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
DAVE HONEY	MERCED COUNTY ASSOC. OF GOVTS.	601 FRUITLAND AVE MERCED 95348	209 358-6833	GID HONEY @ ALBGA.NET	YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Barbara Jamison	Retired	471 Buena Vista, Merced	723-0601		yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Tracy Gannon	Citizen	1861 Vandyuey Merced				<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Robert Forster	Retired	699 E 22 St Merced	95344		yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Joe F Mello	Firemer	13749 Macey Sq Rd Los Banos 98635	209-826-0490		Yes	<input type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section



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Rick Osorio	Osorio Financial	3660 Santa Elm Ct	281-777 9922	Rickos@earthlink.net	Y	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Alicia Piethe		1190 Paseo Redondo Dr Merced, CA 95348	(209) 588-1075		yes	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Soshna Ewin	Merced RDA	678 W. 18th Street, 95340	201-385-6887	ewin@mercedrda.org	Y	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Al Chaney	MERCED	2141 ALMOND WOOD LN MERCED, 95340	723-5354		YES	<input type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
DAVID PACE	MEMUNITION	18640 SUTTER BLVD, STE 100 WYOMING HILL, CA 95037	408 782-1669	DAVID@MEMUNITION.COM	YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Stacie Dabbs	Rep. Dennis Cardoza	2222 N St #305 MERCED, CA 95340	209- 383-4455	stacie.dabbs@ mail.house.gov	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Robert King	Merced County Planning Dept.	2222 N ST MERCED, CA 95340	303-7654	BKING@co.merced.ca.us	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Pete Hahn	NECA	6300 Village Parkway Dublin CA 94568	209 676 0583	Pete@NORCALNECA.org	Yes	<input type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Joe Maionino		873 Frank Ave Dos Palos	209 392-3716		yes	<input type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section



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Steve Lowrey		1025 W. N. Bass Avenue 95348				<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Jim North		3345 THORN AV 95340				<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
John Spence		147 South P Street				<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
A Bruce		1811 North S.P. Ave				<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Roy Price		Chicochilla 356 W. San Jose way	665-1467			<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Joe Rivers	Attorney C.T. Canal	3043 Beach Drive Atwater CA				<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
GREG RUST		33523 FAIRMead Blvd CHICOCHILLA CA 95340				<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
KORBAET ACHERA	MERCED RAIL. DIST	744 W. 20TH ST. MERCED, CA 95340	209 722-5761	rack@mercedra. org	YES	<input type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Shelly Harter	DANNE VAN Vleet of BAKIN, LLC	925 E Street #850 GILMAN, CA 95814	916 2470910	Sharyn@bakin. com	YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section



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Alice Dians		205 Market St SACRAMENTO 95831	382-1644			<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section <input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Bob Reynolds	TEAC	1104 RIO CIDADE WAY	916 391 6931	rbtr Reynolds@comcast.net		<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section <input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Dora Kojima	Cannery Ranch	CHOWCHIN, CA	949-244-5506	dkojima@snet.net	yes	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section <input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Philbert & Dorothy	Jam Band	144 North St 213 2485 E. N. BERRY CREEK DR MERCED 95340	209-826-1071		yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section <input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
DENNIS DAVIS	D&D ASSOCIATES	2523 S. PATRICK MERCED	(209) 383-0115	ddavis@1340.com	YES	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section <input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Don Avila		2037 W. Cleveland Madera CA 93637	559 675-7817	greg.farley@MaderaCounty.com	YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section <input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Greg Farley	Madara County	1646 N St. Ste. 210 MERCED, CA 95346	209 726-5495	louisefarley@sen.ca.gov	YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section <input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Dorise Farley	Senator Jeff Denham	737 W. Childs Ave MERCED 95341	209 385 5490	mrauling@jhe.org	yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section <input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Mary-Michol Rauline	Asthma Coalition					<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section



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Name	Organization/ Business	Address	Phone	E-Mail	Would You Like Be Added To The Mailing List?	Which high-speed train section are you most interested in?
JOHN WEISER	MADERA COUNTY RMA	2037 W CLEVELAND MADERA CA	559-661-6333	john.weiser@ madera-county.com	YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Steve Dunn	Merced E.D.	744 W. 20th St. Merced	209.722.0761	sdunn@mercedid.org sdunn@mercedid.org	yes	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Bob Smith	Merced County	715 Martin Luther King Hwy Merced	209 385- 7602	rsmith@co.merced. ca.us		<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
DES JOHNSTON	SANTA FE LAND PLANNING	505 W. 20th St. Merced 95340	209/726- 3891	djohnst@planning .com	YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
DAVE BULTENA	NONE	929 E. OLIVE - MERCED 95340	-	DBULTENA@ HOTMAIL.COM	YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Danall Shorland	Merced only Farm Bureau	PO Box 1232 Merced CA 95341	209-723- 3001	mshb@pacbell.net	already on	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Kathleen Wood	Custom framer	797 Northwood Dr	384-7961	KWOODCA@ yahoo.com	yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Monica Fanny		1242 W. 22nd St			NO	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Joe Butler	' ' "	2356 N. Crown Rd	3880755	ATREHURNE@ SBCGLOBAL.NET	YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section



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Kai Mena	Merced Lao	855 W. 15th St, Merced	384-1384	mfc@kaofamilymerced.com	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Randy Fiorini	Fiorini Ranch	11011 N Baln, Delhi	209 668-1634	randyefioriniranch.com	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Jim Sutherland		1910 D St Merced	209 725 521		Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Gary Mitchell-Thompson		570 Redlands Rd Livermore	925-4472701	mthompson570@comcast.net	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Barbara Aborn	Marxosa Co Sur	5301 Ruwlen Mine Rd	966 3222	barbaramarxosa@comcast.net	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Judy North	Mk Carmelito	3245 Moran Ave Merced	722-7680		✓	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Robin Adam	Assemblywoman Cathleen Galgiani	806 W. 18th St, Merced	209-658-2600	robin.adam@asm.ca.gov	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Daniel Ainslie	Merced Redevelopment Agen.	678-W 18th St.	209 385-6827	ainslie.d@cityofmerced.org	✓	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Opal Miller	Caltrans	2015 E. Shields #100 Fresno	(559) 243-8274	opal.miller@dot.ca.gov	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section



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KEN MITTEN	CHIEF OF MERCEID	99 E. 16TH WEG 95340	209-564-0600		YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
MARY SALINAS	UC MERCED	PO BOX 2039 MERCED CA 95344	209-658-4440	lsalinas@ucmerced.edu	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Jeremy Terhune	Deputy of Willette	4555 Folsom Ave. #33-373 Stockton CA 95207	209-922-8215	sterhune@att.net	Yes	<input type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Janis Franck	schools	475 P St, Merced Ca 95341	209-723-6713	—	YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Jim Franey	retired	1242 W. 22nd	209-383-0407		NO	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Danish A. Lopez	UC Merced/SHS	885 Park Ave	(209) 342-0134	fa2007@yahoo.com	NO	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Evelyn Eggleston	Personal	1378 Carolina Av.	209-399-0399	eggleston@clearwire.net	Yes	<input type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Cherishé Hendricks	Merced Co. Office of Ed	1520 W. Main St	209-722-3804	Chendricks@ncco.org	yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
B. Brown	the					<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section



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Rick Blum	380 WILLEMING INVESTMENTS	5 River Park Plaza East, #102 CA 95370	539 434.0384	FEAR@3RD@ AOL.COM	YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Kim Forrest	U.S. Fish & Wildlife Serv.	P.O. Box 2176 Los Banos, CA 93635	209/826- 3508	Kim-Forrest @fws.gov	YES	<input type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Sharon Hill		1733 Forest View Ct P.O. Box 722 Merced CA 95341	415 816 8872		YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Maureen McEly	San Joaquin RA	1515 STREET RD. MERCED, CA 95340	209 447 4818	Sergio@windel @shcd@aol.net	NO	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Laura Thornhill						
Robert McDonald	Farming	14485 McDonald Ave Los Banos	209-826-0786	Donald@elite .net	YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
JOSE J. DELGADILLO	UPRR RETIRED	1292 WILDCAT DR. 95348	209-725-1165	jdelgades@global.net	YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
JUSTIN WHITE	MAJOR, City of MERCED	130 S. 2nd Street 95310	559-665-8615	JustinWhite@ci. Merced.ca.us	YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
JANET YOUNG	Mc MERCED	Mc MERCED	209-228-4419	JYoung@mcmerced.ca.us	YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section



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Toni LaRish	CITY OF MERCED City Council	26658 W. 18th St Merced CA 95340	209 922 9249	tbla76@scsccac.net	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Bill LaRish	LaRish & Sons Merced County Asthma Coalition	PO Box 64 Merced CA 95341 737 W. Childs Ave Merced CA 95320		bill.la@laarish.com	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Anna Sanchez-Luna	Merced County Asthma Coalition	737 W. Childs Ave Merced CA 95320	209 8763	agarcia@ymc.org	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Alexander Lu-Pan	FOSTE FROZEN Yogurt	319 W Main St.	209 8763	info@foryogurt.com	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
MARVIN HANEMAN	MYMERCED.COM	2978 NORMAN AVE MERCED CA	658-3049	marvin@mymerced.com	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
David Bohner	Picture	12730-5 Heneford Merced CA 95340	826 209 385-6803		YES	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section <input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Michael Wesley	City of Merced	678 W. 18th St Merced CA 95340	209 385-6803	wesley@cityofmerced.org	✓	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Ben Duran	Merced College California High-Speed Rail Committee	2524 E. Yosemite Ave Merced CA 95340	209 3835572	durbanb@merced.edu	Yes	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Keith Ensminger	Kramer Translation	893 Massasoit St. Merced, CA 95341	209 385-0425	keith@krametranslations.com	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section



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Phil West		797 Northwest Merced 95348	384-7961	brwoda@hotmail.com	No	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Don Davis		3986 Redwood Dr. Merced, CA 95340	423-2512		Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Allen Ridge	Central Valley Traphist	410 W. Main Merced 95346	383-3225	downtowndale@gmail.com	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Mel Thornhill	Mercy Medical Cent's Assoc	1515 Stretch Rd Merced 95340	723 7612 947-4818	mthornhill@chw.edu	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Diana Franklin	UC Merced Sustainability	1414 Kings Hwy 5200 N. Lake Rd. Merced 95343	949-939-0418	dfranklin@ucmerced.edu	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Heidi Pedraza		3564 Santiago Ave Merced CA 95348	209-6585338	hnpetersen@hotmail.com	No	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Letitia Gonzalez	Madera County Board of Supervisors	200 W. 4th St. Madera, 93637	559-662-6040	letitia.gonzalez@madera-county.com	Yes	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Lee Bee	Merced High-Speed Rail Center	Alfreda Cn Riviera Unit			No	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Johannes Hebert	Madera County Road Department	2037 W Cleveland Ave Madera, CA 93636	559-675-7811	jhebert@madera-county.com	Yes	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section



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Harriet Lindor	Assems	685 W. Oliver Ave	209-722-3436	henderesb@el.net	yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
ALFARDA SMITH		24134 Rd. 16 CHOCOMA, CA 93000 - 1242 W 22nd St. Merced	559-465-4731	ALC	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Tom Watson		5087 Colorado Rd MIDPINES CA 95345	209 966 7352	HATTHORSHANE@AOL.COM	YES.	<input type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
GARY FRANCISCO	MARIPOSA COUNTRY PLANNING SRRS R.O. BOX 998 R.O. BOX 604	5087 Colorado Rd MIDPINES CA 95345	209-923-9283	STRECO5@global.net	yes	<input type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Angie Munkla	RON	137 W. Chiles Ave. Merced, CA 95340	209-261-7109	melissa.kellyortega@ yahoo.com	Yes	<input type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Melissa Kelly-Ortega	MMCAE- GNHC					
Charles W. Troutman	AIRTRAC COMMUNITY	2080 Parker Merced	209 726 0205	Altkball@Aol.com	Yes	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
John Bramble	MERCED CITY OF	478 W 18th Merced	385-6834	frankiej@cityofmerced.org	YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Rod Webster	Merced Group Sierra Club	345 E 20th "	723-4747	rwebster@elite.net	yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section

Both!



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Feind		2085 CROTA AVE	722-4504		YES	<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section <input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Reggie Hill	Lower San Joaquin Levee Dist.	11704 W. Henry Miller Dos Palos 95320	209-387-4545		Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
LINDA JAMES	CITY OF CHOWCHILLA	130 S. 2ND ST Chowchilla 93610	559- 665 8615 ext 402	james@ci.chowchilla.ca.us	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Barbara Hoffman	Hoffman Electronic Systems	P.O. Box 879 Merced, CA 95341	209 384-3305	barbh@akawatch.com	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
MARVIN HEPNER	Good Neighbor REPAIRS	3516 N. G MERCED 95346	769-0109	MHEPNER@ GOODNEIGHBORREPAIRS.COM	YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
LEWIS E. VILLEGAS	RETIRED	3279 MAURA AVE			NO	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Ellie Weston	Mayan	1824 E. Ave.	628-2398	ellie@east.com	Yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
DAVE MILES		413 VILABE CIRCLE	358-9187			<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
BOB SCOTT	LIVINGSTON CO.	1826 B ST LIVINGSTON	559- 354 9981		YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section



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Bill Cabral	City of Merced	678 W. 18th	209 385 6834	cab116@cityofmerced.org	yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section <input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Elvira Maldonado	City of Merced	3340 Fickel St	209 383-4632		yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Frank Dierker	City of Merced	P.O. Box 542 Hilltop 95334	(209) 769-9368	fuiered@merced.k12-ca.us	yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Forest Hansen		2856 Arden Lane, Merced 95340	209-725-3508	fhansen@berliners.com	yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Gar ConTE	Resident	2001 Hoover Ct, Merced	209-383-0362	garconte@gmail.com	yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
						<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
						<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
						<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
						<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section



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Gabriel Locatelli		8355 Henry Miller Dr.		bazz@elite.net		<input type="checkbox"/> Merced to Bakersfield Section <input checked="" type="checkbox"/> San Jose to Merced Section
Rosey Winning		2010 Fillmore Ave. 1880 Wardrobe Ave	(559) 892-6851	winke@gyahoo.com		<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Alfredo Mendoza	Dept. of Workforce Investment	Merced, CA 95340	209-724-2044	amendoza@co.merced.ca.us	YES	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Roland Ramirez 8 Mark	MERCED PAC	1391 Chris together Merced CA 95340		dethsy@hotmai.com	yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
Lisa Gorecki	Berliner Cohen	1050 Wyoming Drive, Merced CA 95340	209-725-1729	lisa.leite@gmail.com	yes	<input checked="" type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
						<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
						<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
						<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section
						<input type="checkbox"/> Merced to Bakersfield Section <input type="checkbox"/> San Jose to Merced Section



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Name	Organization/ Business	Address	City	Zip Code	Phone	E-Mail	Would You Like Be Added To The Mailing List?
Samuel Lister		P.O. Box 553 M	Madera	93638			No
Jenome Keene	Madera Co.	2037 W. Cleveland Ave	Madera	93603+	(559) 675-7821	jenome-keene @ madera-county.com	No
R. Sandie Woods	Madera High School	8324 N. Raisina	Fresno	93220	675-4444	woods-sa @ madera.k12.ca.us	Yes
Bill Watterbarger	Farmer	6558 Rd. 31	Madera	93637	674-5098		Yes
Peter Lanna	Hospitality	1833 W. Cleveland Ave	Madera	93632	661-113		Yes
A/Solis	sol devel. Assoc LLC	906 "N" St #100	Fresno	93721	709-0805	al @ soldevelopment.ca	Yes



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Name	Organization/ Business	Address	City	Zip Code	Phone	E-Mail	Would You Like Be Added To The Mailing List?
Ronald Dawson	CheckMatters	509 Adams	Chowchilla	93610	559-665-4772		NO
MATT Treber	Madera County	2037 W. Cleveland	Madera	93637	675-7821	Matthew.treber @Madera-county.com	Yes
Phil Trever	MADERA Co	2037 W. CLEVELAND	MADERA	93637	675-7821	philip.treber@madera-county.com	Yes
JOHN ARSENAULT	MADERA SHEDS & SIGNS		MADERA	93638	675-7772		NO
PAUL CLARE	SEIP	1005 Howard #118	MADERA	93637			NO
MIKE DELAGUERRA	Golden West Farming	212 Hilton St	Madera	93637		mikedelaguerra@ slcglocal.net	NO



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JOHN SLATER	COUNTY OF MADERA ENGINEERING	2037 W. CLEVELAND	MADERA	93638	675-7821 675-7821	JOHN.SLATER@ MADERA-COUNTY.COM	YES
Julie Hera	MADERA COUNTY EOC	2425 W. Cleveland Ave. Ste 101 Madera CA 93637	MADERA		675-7768	sherad@madrecounty.gov sherad@madrecounty.gov	YES
Jack TAMOSOFF	EPAC A20	21244 HODGE LANE FBIANT CA 93620	FBIANT	93620	822 430	ETAMOSOFF@ LIVINGS@ NETSC.COM	YES
Penny & Mel Cellini		26565 Club Dr. Madera, CA 93638	Madera		674-1544		yes
Scott HARMSTEAD	MAA Co. PAMMILLER	2037 W. CLEVELAND	MADERA	93637	675-7821	Scott.harmstead@ maderacounty.gov	YES
Dorren THOMAS	FRANZEN-HILL	1100 N. I St.	Tulare	93274	559 804-1529	dthomas@franzen-hill.com	YES



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Merced to Bakersfield High-Speed Train Project
Public Scoping Meeting
Thursday, March 19, 2009 Madera, CA

PLEASE PRINT CLEARLY

SIGN - IN

Name	Organization/ Business	Address	City	Zip Code	Phone	E-Mail	Would You Like Be Added To The Mailing List?
Volodia Dolzan		18896 Maderame Rd	Madera	93638			
Chris Vieira	STVARCO	1016 CHANSON WAY	Leaves/Madera	95307			
LINDA D. CLARK	Workforce Development office	209 E. 7th St. Madera, CA 93638	Madera	93638	662-4500	ldclark@nccoe.k12 ca.us	yes
Mendy Alexander	Madera Tribune	100 E 7th St Madera, Ca	Madera			elsa.mejia @maderatribune.net	
Elsa Mejia	Madera Tribune	100 E 7th St Madera, CA	Madera	93638			
Wicilis Arlene Aycock		1899 Sierra Madera Dr ATWATER	ATWATER	95301			



CALIFORNIA
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Name	Organization/ Business	Address	City	Zip Code	Phone	E-Mail	Would You Like Be Added To The Mailing List?
Jackie Flanagan	Choodula CSC	228 Trinity	Choodula	93610	(559) 665-5603	Chamber of Commerce @ CI.Choodula. ca.us	Yes
Richard Foxhress	Madera County Transpotation Comm 13302	2001 Howard Road, Suite 201	Madera	93637	675-0721	richard@maderactc.org	Yes
Unack Pome	Super 8	1855 Is claver Ave Mead	Mead	93637	661-1131	—	Yes
Monm m Hall	Pats	10595 Rd 30 Madera 93637					
Paul McArthur	Citizen	1234 DeCesari	Madera	93637	673-0852	mewadme@gmail.com	Yes
Paul Miller	Caltrans	2010 E. Shields	Madera	93726	(559) 243-8274	paul-miller@dot.ca.gov	Yes



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SIGN - IN

Name	Organization/ Business	Address	City	Zip Code	Phone	E-Mail	Would You Like Be Added To The Mailing List?
STEVE GREEK	CITY OF MADERA PLANNING DEPT	2050 W 4TH ST,	MADERA	93637	559.661.5436	sgreek@cityof madera.com	yes
John Shaspi	Upholsbury Specialists	400 N. E "ST	MADERA	93638	559.238.1100	John.sarashebi@ msn.com	yes
Robt Lewis	County of MADERA	2037 W CLEVELAND	MADERA	93637		Robert.Lewis@ CountyofMadera.ca	
Robt Lewis	County of Madera	2037 W CLEVELAND	MADERA	93637	474-1982	rob@countyofmadera.com	
RAY GOULD	COUNTY OF MADERA	10597 RD 30	MADERA	93637	232-0269	RAY.GOULD@JUSUS.NET	



Merced to Bakersfield High-Speed Train Project
Public Scoping Meeting
Thursday, March 19, 2009 Madera, CA

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Name	Organization/ Business	Address	City	Zip Code	Phone	E-Mail	Would You Like Be Added To The Mailing List?
Jacyn Blakem		28327 - Ave. 16	Madera	93637	559-674-8417		
JOHN WELSER		2037 WEST CLEVELAND	MADERA	93637	559661-6333		
Ed McIntyre	HANDMAEK Real Estate	1234 Delesari	MADERA	93637	55966222002	LRE@PSNW.com	Yes
Joanne Rodisio		32360 Ave. 11	Madera	93636	559 674-0198		Yes



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Merced to Bakersfield High-Speed Train Project
Public Scoping Meeting
Thursday, March 19, 2009 Madera, CA

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SIGN – IN

Name	Organization/ Business	Address	City	Zip Code	Phone	E-Mail	Would You Like Be Added To The Mailing List?
David W. Hubbard		25980 Ave. 18	Madera	93638	674-9026	davidhw@csu.fresno.edu	Yes
Farrell Morris		13125 Rd 28 1/2	Madera	93638	674-7610		



CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN – Merced-to-Bakersfield Corridor
Public Scoping Meeting
Wednesday, March 25, 2009 Fresno, CA

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SIGN – IN							
Name	Organization/Business	Address	City	Zip Code	Phone	Email	Would you like to be added to the mailing list?
Lee Myers	Tree Tools	5132 N. Main Ave Fresno, CA 93704	Fresno	93704	261-1551	LMyers@mtl.com	<input checked="" type="checkbox"/>
Leonard Love	SELF	5149 E BARTON AVE FRESNO, CA 93710	FRESNO	93710	227-3651		<input type="checkbox"/>
PAUL A. ALBERT	D'LEON CONSTRUCTIVE SERVICES	3605 LOUG BEACH BLV. SUITE 235 LOUG BEACH, CA 90807	LOUG BEACH	90807	(562) 989-4500	dleon.engineers@verizon.net	<input checked="" type="checkbox"/>
Sam Gassner	Caltrans	205 East Shields Ave #100 Fresno, Ca 93726	FRESNO	93726	243-8243	smhgassner@dot.ca.gov	<input checked="" type="checkbox"/>
Stephen Ruiz	Caltrans	" "	Fresno	93726	243-8232	stephenruiz@dot.ca.gov	<input checked="" type="checkbox"/>
Julissa Jaramila	SA	670 P Street Fresno, CA 93721			268-9741	jaramila@jaramilab.com	<input checked="" type="checkbox"/>
Ross Broussard	SWARD	190 E. GERRYSON BLVD FRESNO, CA 93721	FRESNO		250-6160	rossbroussard@att.net	<input checked="" type="checkbox"/>
Moses Stiles	CPUC	CPUC 515 L Street Suite 1119 Sacramento, CA 95814	Fresno		(415) 713-0092	ms2@cpuc.ca.gov	<input checked="" type="checkbox"/>
Diane Merrill		8540 N. Colfax Fresno, CA 93720	Fresno	93720	(559) 434-8046	diane.b.merrill@comcast.net	<input checked="" type="checkbox"/>

Wanda
List of
attendees



CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN – Merced-to-Bakersfield Corridor
Public Scoping Meeting
Wednesday, March 25, 2009 Fresno, CA

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SIGN – IN

Name	Organization/Business	Address	City	Zip Code	Phone	Email	Would you like to be added to the mailing list?
vic Bedoian	Journalist	PO Box 17132	Fresno	93744		vicbedoian@gmail.com	yes
Dwight Hall	City of Clovis	1033 5 th St	Clovis	93612	5324-2340	dwight@cityofclovis.com	
JOE ARAMBURA	CITIZEN	4074 E. MONTECITO	FRESNO	93702			
Ralph Hernandez	CITY OF SARASOTA	1700 2 nd ST	Sarasota	93457	8766300 X1552		
THANKU NGUYEN		7549 N. 8 th	Fresno	93726		Linethanh@yahoo.com	Yes



CALIFORNIA
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CALIFORNIA HIGH-SPEED TRAIN – Merced-to-Bakersfield Corridor
Public Scoping Meeting
Wednesday, March 25, 2009 Fresno, CA

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Name	Organization/Business	Address	City	Zip Code	Phone	Email	Would you like to be added to the mailing list?
Helen Dayo		3592 EVERBLADE AVE.	CLOVIS	93619	321-8168	N/A	no
Timely Sautell		1734 E. Cornell	Fresno	93703	229+2209		yes
Tom Basy		1941 W Sautell Ave	Fresno	93705	244-0238	Tom@univestfunds.org	yes
Adrea Buttic	ECASH	654 E. Hone Ave	'	93728	485-6140		yes
Anna Wimpsey	ERA	28 E. Wilanette	Fresno	93706	440-0714	anna.westglobal.net	Y
Toni Scarborough	CCDG	2445 Capitol Blvd Fl.	Fresno	93721	237-7000	toni@ccdgllc.com	yes
Korran Harding		3411 W. Broadway	Fresno				NO
Stephen Balentine		526 W. Weldon	Fresno	93705	237-8542	NO-EMAIL	Yes
Phillip Sanchez	Citizen	1522 Buckingham Ave.	Clovis	93611	291-9978		Yes



CALIFORNIA
HIGH-SPEED RAIL
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CALIFORNIA HIGH-SPEED TRAIN – Merced-to-Bakersfield Corridor
Public Scoping Meeting
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Name	Organization/Business	Address	City	Zip Code	Phone	Email	Would you like to be added to the mailing list?
Debbie Campbell	Fresno Metro Food Court/Diner	5469 E. Olive	Fresno	93721	456-3292	debbiec@fresnofaircentral.org	<input checked="" type="checkbox"/>
Steven Lucif	CHSRA	505 So. Main St, 2nd floor	Orange	92868	714-913-4880		<input checked="" type="checkbox"/>
CAROLYN ROMERSA	NATURE NAT. RES. (CET. VET. ROMERY ENR)'S	POB 3433	Fresno	93650-3433	(559)457-7123	N/A	<input checked="" type="checkbox"/>
Kathy Macchi	Quintan	912 W 11th St. Fresno 93706	Fresno	93706	(559)213-1815	N/A	<input checked="" type="checkbox"/>
Bob Bloomer	Refined Railroads	4816 N. Ashville Ct.	Clavis	93619	294-4816	happyhog@ret.com	<input checked="" type="checkbox"/>
Samuel Long		4238 Princeton	Clavis	93619	298-2611	N/A	<input checked="" type="checkbox"/>
Lizzy Tello	Peterson	3558 W Cornell	Fresno	93722	824-5519	freerangedhiking@net	<input checked="" type="checkbox"/>
Julie Cates	Person	3503 S. Bank St.	Visalia	93271	635-1590	jccates@csufresno.edu	<input checked="" type="checkbox"/>
Allen Chack		587 W Holland	Clavis	93612			



CALIFORNIA
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CALIFORNIA HIGH-SPEED TRAIN – Merced-to-Bakersfield Corridor
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Name	Organization/Business	Address	City	Zip Code	Phone	Email	Would you like to be added to the mailing list?
Carol McDonald	Caltrans	1352 nd Olive Ave	Fresno		559-445-5876	Carol-McDonald@dot.ca.gov	Yes
JBP Clark	Fear & Pears	660 V STREET SUITE 300 SACRAMENTO, CA 95814	SAC		916-329-7332	J.Clark@FEARANDPEARS.COM	YES
Kelly Hobbs	Caltrans	2015 E. STIEROS FRESNO CA 93726	FRESNO		559-243-6222	Kelly.Hobbs@dot.ca.gov	yes
GARY FERNANDEZ	Caltrans	2015 E Shields Ave	Fresno		(559) 243-8012	Gary.Fernandez@dot.ca.gov	Yes
Jonifer Setu	JST	1070 P STREET	Fresno	93724	559-208-9741	JSetu@jsaurch.com	Yes
Kathy Side		400 W. Omaha	Fresno	93649	559-269-5222	Kside12@comcast.net	X
John R. Donaldson		4559 N De Witt	Fresno	93722	201-388-7771	jdonald@cs.fresno.edu	yes
Don W. Ilie	R.S.	51300 Bokskein Lane	Dalhart	93644	642-2616	donw@iliev.com	Yes
Karen Roun	Private	5522 W San Juan	Fresno	93704	432-0330	—	Yes



Wednesday, March 25, 2009 Fresno, CA

SIGN-IN

[illegible]



CALIFORNIA
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AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN – Merced-to-Bakersfield Corridor
Public Scoping Meeting
Wednesday, March 25, 2009 Fresno, CA

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SIGN – IN							
Name	Organization/Business	Address	City	Zip Code	Phone	Email	Would you like to be added to the mailing list?
RICK HERMAN		1494 W TENAYA	FRESNO	CA	559 431-9353	RICK.HERMAN@COMCAST.NET	YES
PAUL HERMAN		1494 W TENAYA	FRESNO	CA	579-431-9353	PHFRESNO@GMAIL.COM	Yes
David Weiss	City of						
DONALD R VONBERG		4938 PRESCOTT LANE	CLAVIS	CA	298-3611	novakberg@SBCGLOBAL.NET	YES
Joan Kipton	Kearney of Women Voters	40550 E. Redlands	Fresno	CA	229-8486	friskip@comcast.net	

APPENDIX F

Public Scoping Meeting Display Boards



CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY

Welcome



U.S. Department
of Transportation
**Federal Railroad
Administration**

Welcome to the California High-Speed Rail Authority's Scoping Meeting

Merced to Bakersfield High-Speed Train Project



CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY

Purpose and Need



U.S. Department
of Transportation
**Federal Railroad
Administration**

Purpose of the High Speed Train Project

- Provide a new mode of high-speed intercity travel that would link the Central Valley to the Bay Area and Southern California
- Interface with international airports, mass transit, and highways
- Provide added capacity to meet increases in intercity travel demand in California in a manner sensitive to and protective of California's unique natural resources

Current and Projected Need

- Expected growth in population
- Increases in intercity travel demand
- Increases in travel delays arising from the growing congestion on California's highways and airports
- Intercity highway system, commercial airports, and conventional passenger rail serving the intercity market at or near capacity
- Negative effects on the economy, quality of life, and air quality in the San Joaquin Valley from highway and airport congestion



Statewide High-Speed Train System



Connecting:

- San Francisco Bay Area
- Los Angeles
- Orange County
- San Diego
- Inland Empire
- Central Valley
- Sacramento

What are High-Speed Trains?

- Intercity passenger trains operating at speeds up to 220 miles per hour
- Tracks separated from roads and highways
- Proven technology – Safe and Reliable
 - Successfully operating throughout Europe and Asia



CHSRA Train Concept

Other High-Speed Trains around the World



TGV, France



*Intercity Express,
Germany*



Shinkansen, Japan

Grade Separations



Before
Typical Underpass
After



- Grade separations are underpasses and overpasses where roadways cross railroad tracks
- Grade separations reduce congestion and noise and improve safety
- California High-Speed Rail tracks will be grade-separated from adjacent roadways



Typical Overpass

Grade Separated from Roadway



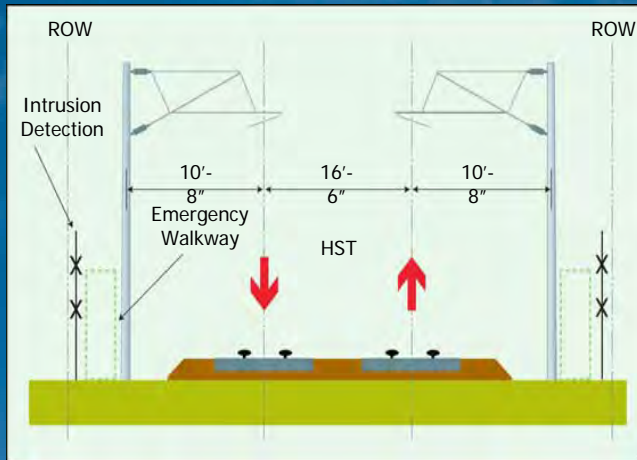


CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY

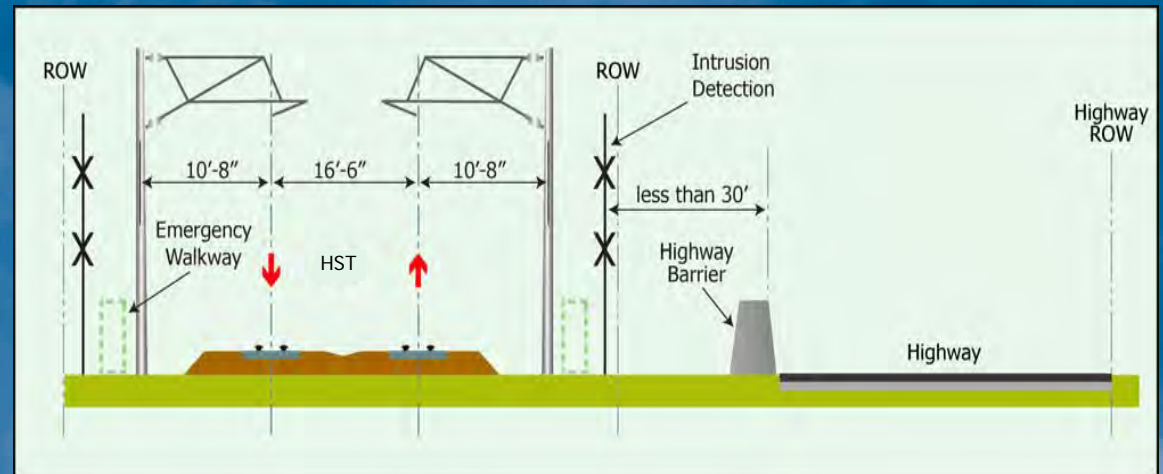
Typical Sections Along Alignment



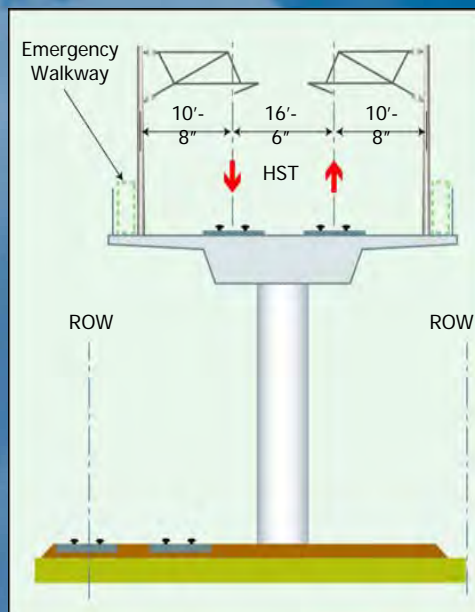
U.S. Department of
Transportation
**Federal Railroad
Administration**



At-Grade Section

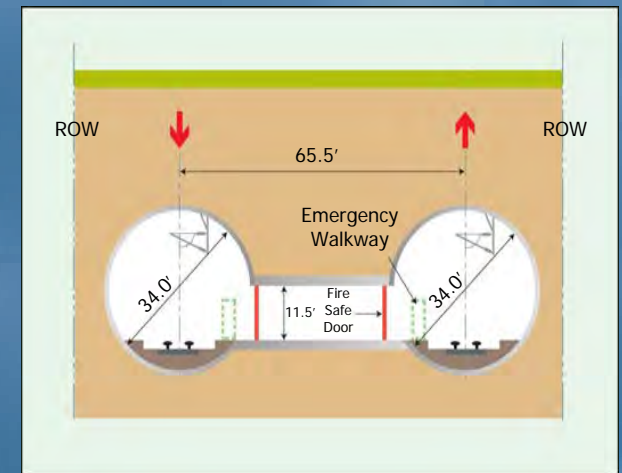


Shared Highway Corridor



Aerial Structure

- Portions of the alignment will need special structures to fit into built environment
- Structures could include:
 - Aerial Structures (bridges)
 - Embankments
 - At grade
 - Tunnels



Twin Single Track Tunnels



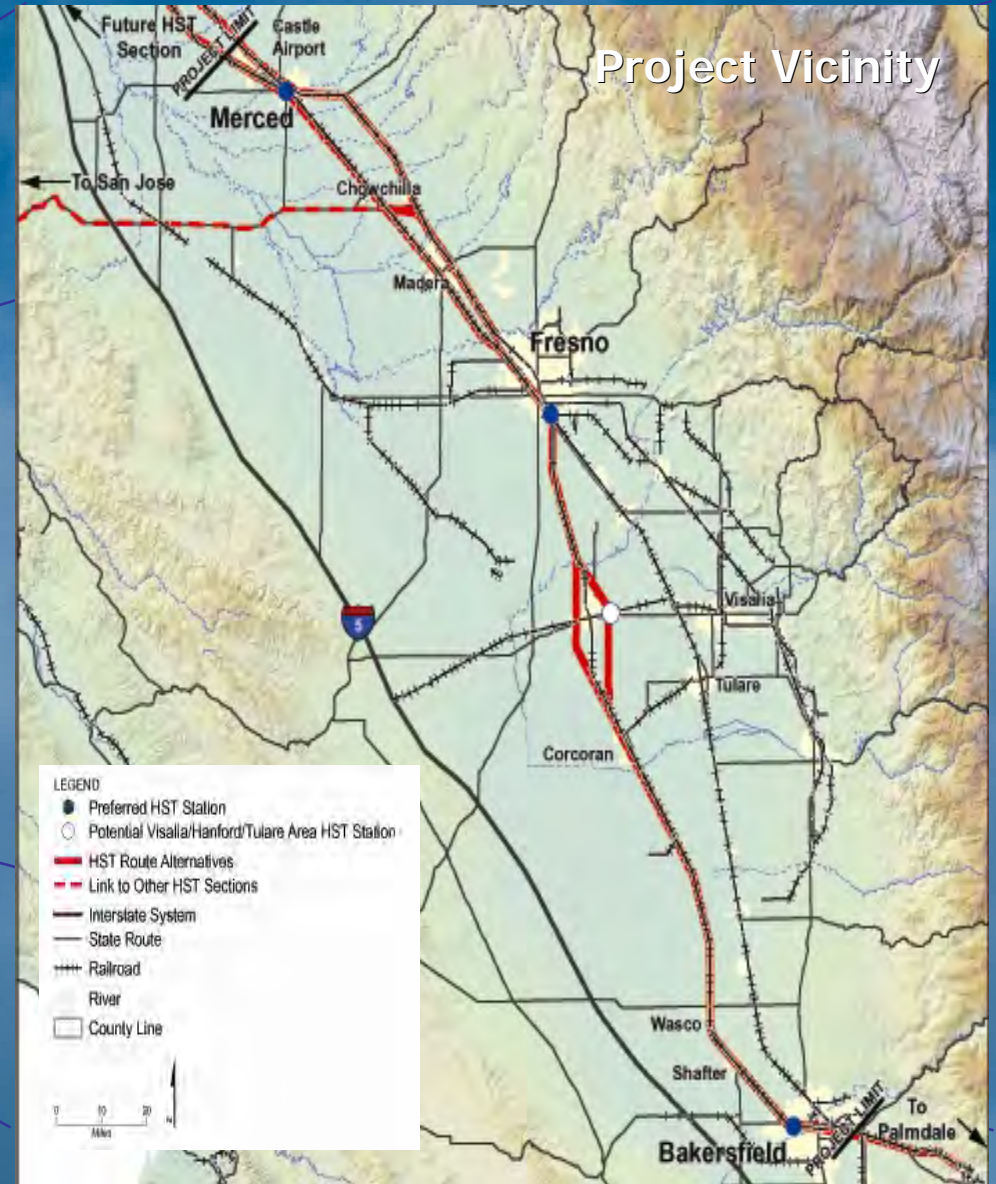
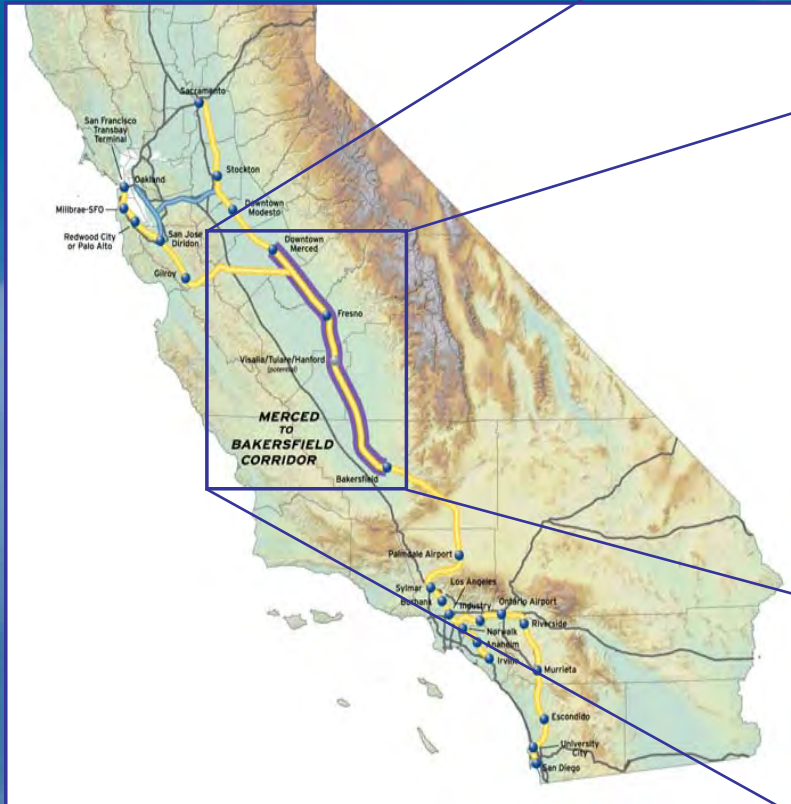
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HIGH-SPEED RAIL
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Merced-to-Bakersfield Section



U.S. Department
of Transportation
**Federal Railroad
Administration**

Statewide System





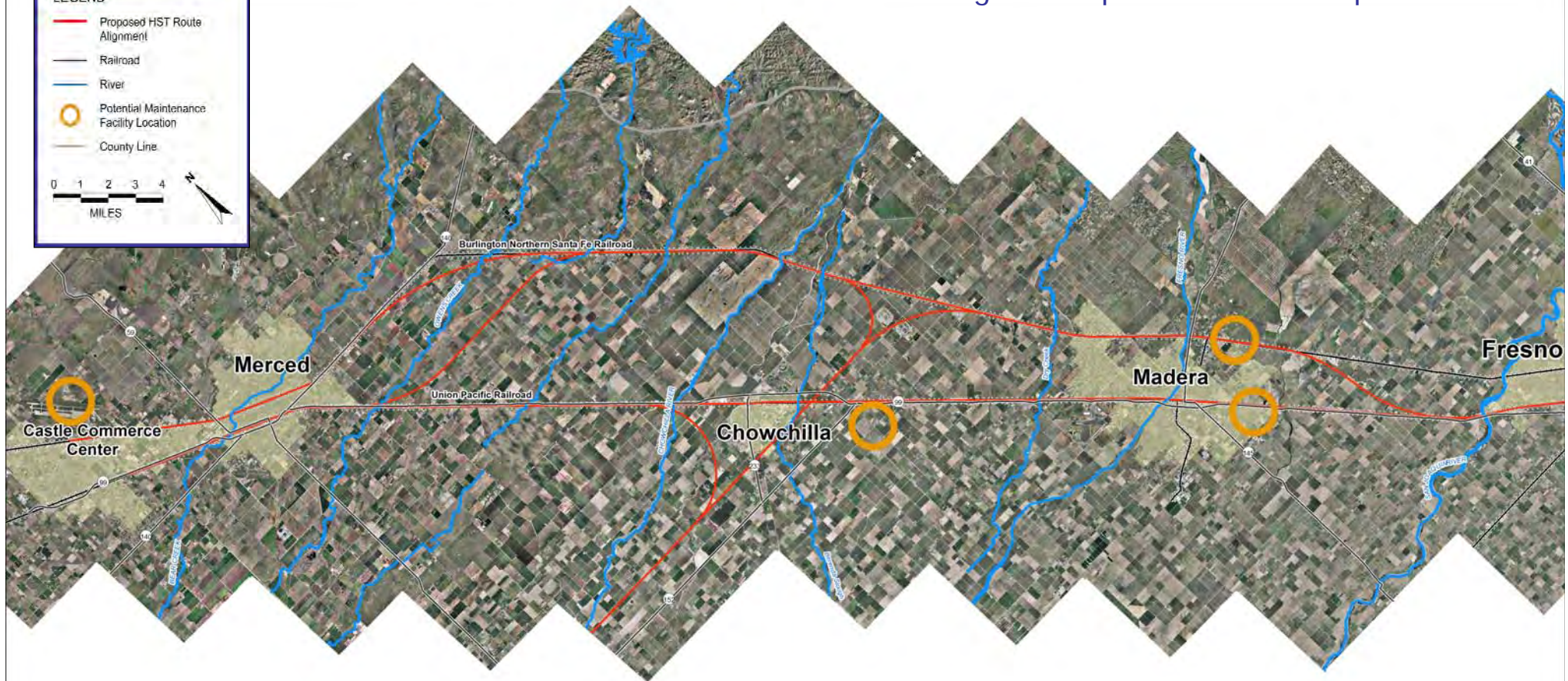
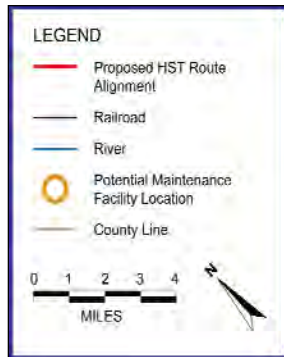
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AUTHORITY

Potential HST Maintenance Facility Locations



U.S. Department
of Transportation
**Federal Railroad
Administration**

Please give us input at the workshop tables





CALIFORNIA
HIGH-SPEED RAIL
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Potential Merced HST Station Locations



U.S. Department of
Transportation
**Federal Railroad
Administration**

Please give us input at the workshop tables





CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY

CEQA/NEPA Process



U.S. Department
of Transportation
**Federal Railroad
Administration**

- The Environmental Review Process and planning activities associated with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) will:
 - Evaluate reasonable alternatives that could reduce or avoid environmental impacts
 - Provide information for public review and comment
 - Identify significant environmental impacts
 - Develop detailed mitigation (ways to reduce or avoid environmental impacts) consistent with the Programmatic EIR/EIS.
 - Disclose to decision makers the impacts, mitigation, and public comments



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AUTHORITY

HST Project Process

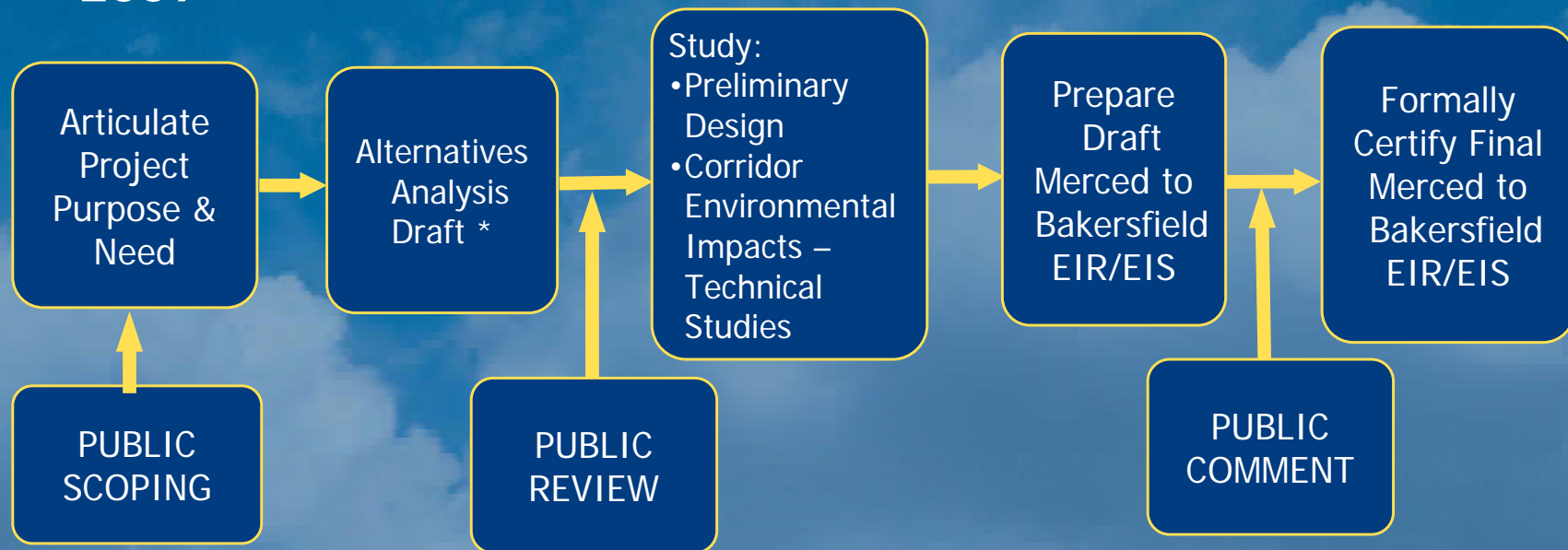


U.S. Department
of Transportation
**Federal Railroad
Administration**

Merced to Bakersfield HST Project Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)

2009

2012



Ongoing Community & Agency Meetings, Interviews, Communications

* See separate board

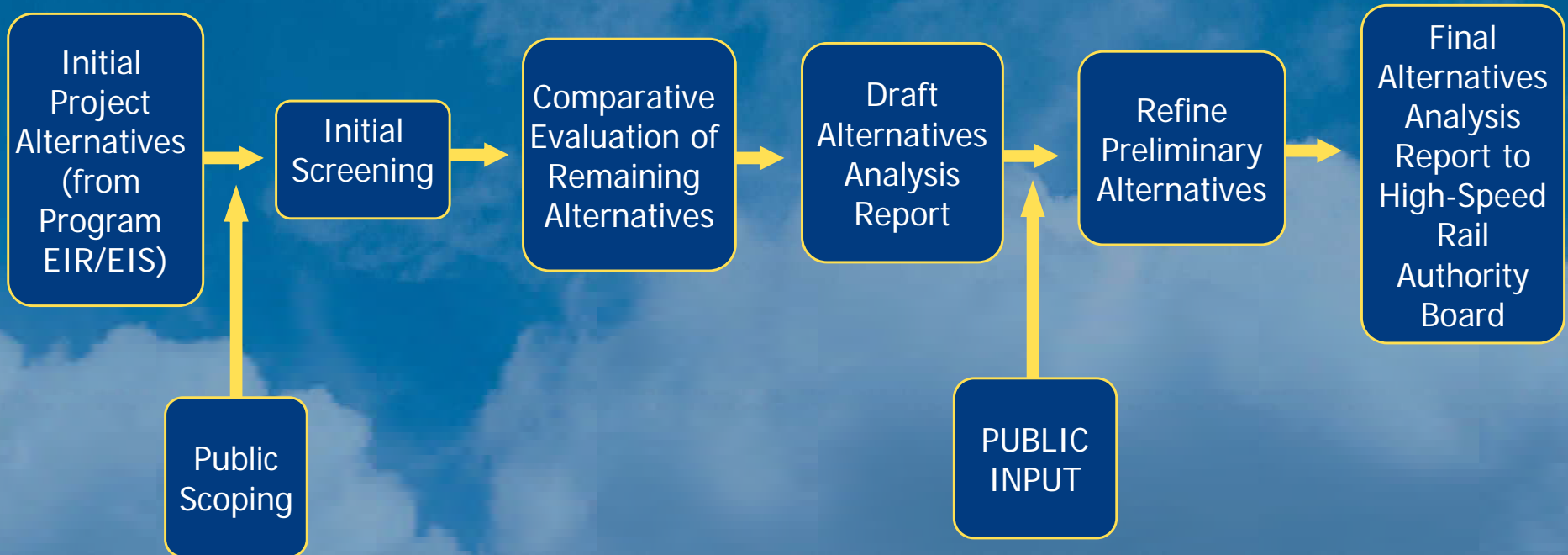


CALIFORNIA
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Alternatives Analysis



U.S. Department
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**Federal Railroad
Administration**



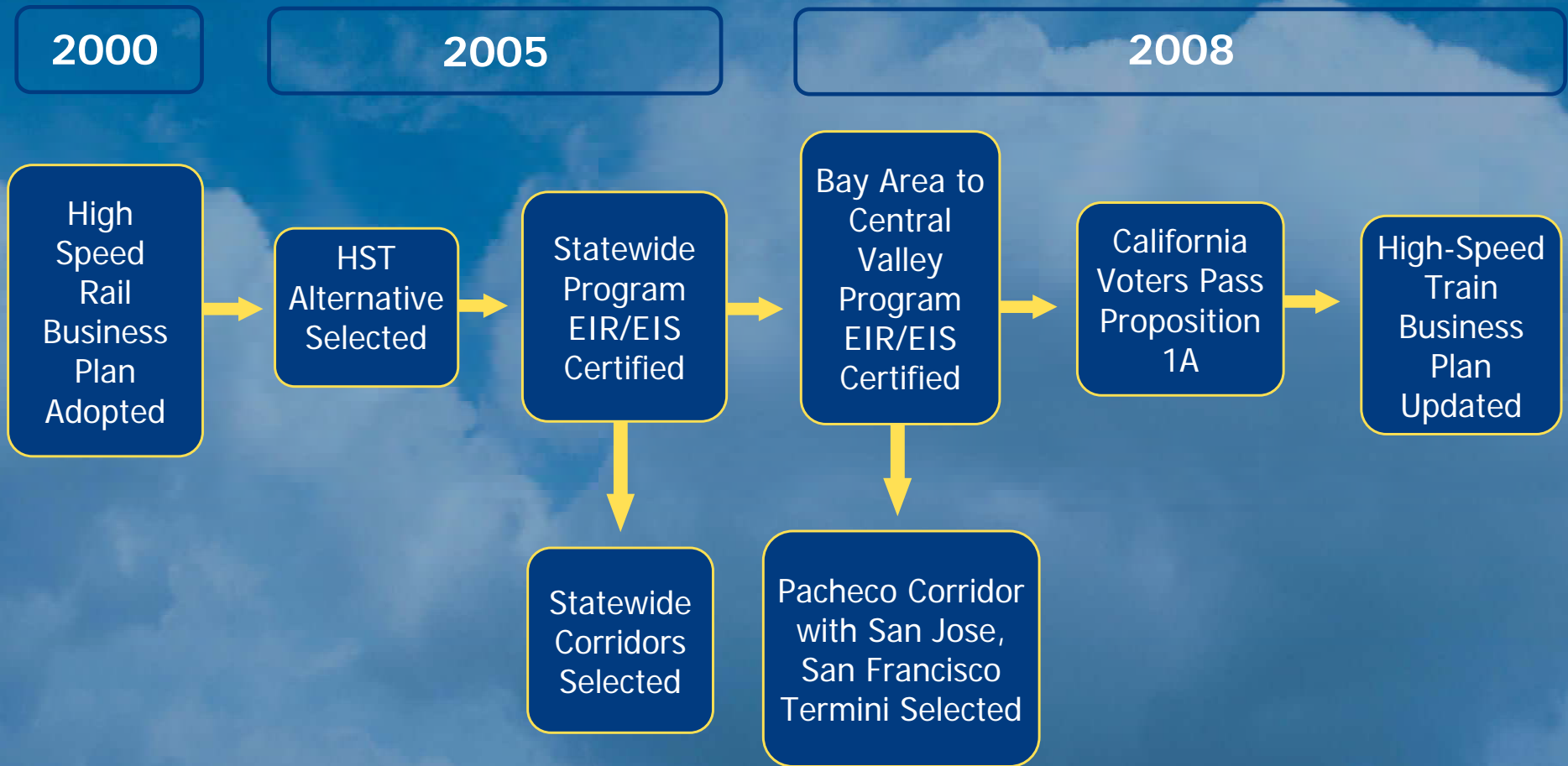
Ongoing Community & Agency Meetings, Interviews, Communications



CA High-Speed Train Prior Milestones



California High Speed Train Program





Environmental Studies



- Agricultural Land
- Air Quality
- Construction Impacts
- Cumulative Impacts
- Effects on Poor and Minority
- Floodplains
- Geology and Soils
- Hazards and Hazardous Materials
- Historic and Archeological Resources
- Land Use Changes
- Neighborhood and Community Resources
- Noise and Vibration
- Parks and Recreational Facilities Visual Quality
- Plant and Animal Habitat
- Populations
- Traffic and Circulation
- Water Quality
- Wetlands and Rivers



CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY

Potential Environmental Issues



U.S. Department
of Transportation
**Federal Railroad
Administration**

Issues to be addressed in the EIR/EIS

- Wayside Noise and Vibration of Train Operations
- Historical and Cultural Resources, including train stations
- Community Character – visual, land use, and noise compatibility
- Accessibility of Stations from Local Communities
- Connectivity with Other Modes of Travel
- Constructability of the HST System
- Power Supply/Energy Requirements
- Right-of-Way Constraints
- Safety and Security
- Station Development



CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY

Public Participation

How to Comment



U.S. Department
of Transportation
**Federal Railroad
Administration**

Thank you for attending today's scoping meeting. Please fill out a comment sheet, hand it to a staff person or leave it in the comment boxes provided at each station. If you want to comment outside the meeting, here is how to provide input:

Written Comments –

California High-Speed Rail Authority
Ms. Carrie Pourvahidi, Deputy Director
Attn: Merced to Bakersfield
HST Project EIR/EIS
925 L Street, Suite 1425
Sacramento, CA 95814
Fax: (916) 322-0827

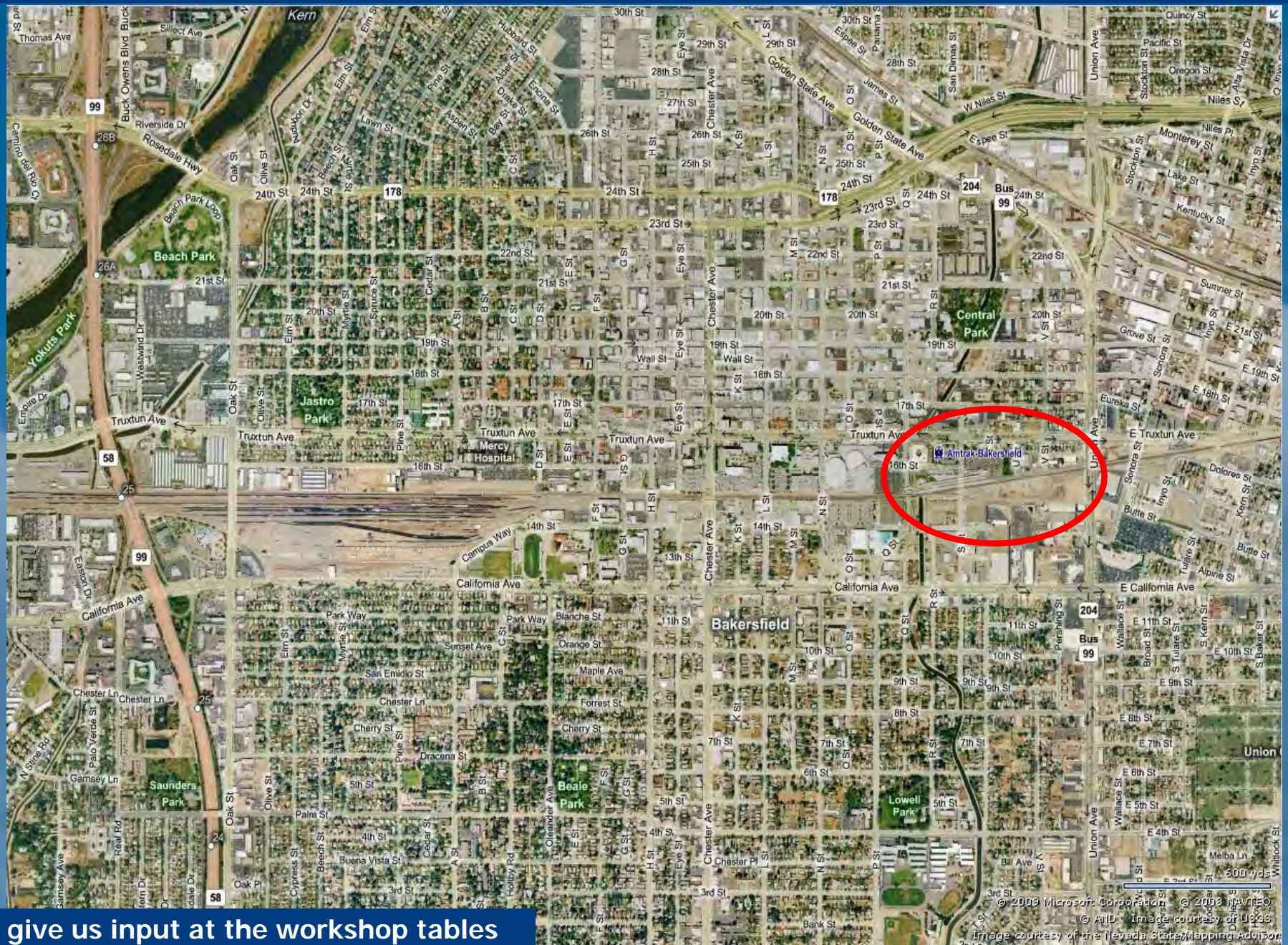
Emailed Comments –

California High-Speed Rail Authority
comments@hsr.ca.gov
Include in the subject line:
Merced to Bakersfield HST

Comments must be received no later than April 10, 2009.
For more project information visit the authority's website:

www.cahighspeedrail.ca.gov

Bakersfield HST Station Area



Please give us input at the workshop tables

Fresno HST Station Area



Please give us input at the workshop tables

APPENDIX G

Public Scoping Comment Card and Handouts



Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on April 10, 2009.

Merced to Bakersfield High-Speed Train Project Comment Form



**CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY**

925 L Street, Suite 1425
Sacramento, CA 95814
(916) 324-1541

Place
Stamp
Here

ATTN: Ms. Carrie Pourvahidi, Deputy Director
Merced-to-Bakersfield High-Speed Train
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814



**CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY**

**California High-Speed Train Project
Public Scoping Meeting**
Merced to Bakersfield Section
San Jose to Merced Section

Meeting Program
Merced- March 18, 2009

3:00 – 7:00 p.m. – Open House Meeting

- Informal discussion and comment with team members at information stations
- A brief welcome and orientation will be announced several times throughout the meeting.

Welcome Table

Please sign-in and take the meeting handouts.

Information Stations:

- California High-Speed Train Project
- High-Speed Trains
- Merced to Bakersfield High-speed Train Section
- Alternatives Analysis
- Environmental Process
- San Jose to Merced High-speed Train Section
- Altamont Section

Comment Station 1 (map tables)

Please use the section maps provided to write or draw your comments. These comments will become part of the public record.

Comment Station 2 (written comments)

Please take a few minutes to leave us your comments. You can provide written comments or you can provide comments verbally to the court reporter.

Thank you for your participation, if you would like more information please visit
www.cahighspeedrail.ca.gov.

Merced to Bakersfield High-Speed Train Project Scoping Meetings

Wed., March 18, 2009 3:00 - 7:00 p.m. Merced Community Senior Center 755 W. 15th Street	Thurs., March 19, 2009 3:00 - 7:00 p.m. Madera County Fairgrounds 1850 W. Cleveland Ave. Madera, CA	Tues., March 24, 2009 3:00 - 7:00 p.m. Visalia Convention Center 303 E. Acequia Ave. Visalia, CA	Wed., March 25, 2009 3:00 - 7:00 p.m. Fresno Convention Center 848 M Street Fresno, CA	Thurs., March 26, 2009 3:00 - 7:00 p.m. Rabobank Theater (Lobby) 1001 Truxtun Ave.
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San Jose to Merced High-Speed Train Project Scoping Meetings

Wed., March 18, 2009 3:00 - 7:00 p.m. Merced Community Senior Center 755 W. 15th Street Merced, CA	Wed., March 25, 2009 3:00 - 7:00 p.m. Roosevelt Community Center Community Room B 901 E. Santa Clara St. San Jose, CA	Wed., March 26, 2009 3:00 - 7:00 p.m. Gilroy Hilton Garden Inn Ballroom A 6070 Monterey Rd. Gilroy, CA
--	--	---



CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY

Merced-to-Bakersfield High-Speed Train Project Public Scoping Meetings

Meeting Program Madera - March 19, 2009

3:00 – 7:00 p.m. – Open House Meeting

- Informal discussion and comment with team members at information stations
- A brief welcome and orientation will be announced several times throughout the meeting.

Welcome Table

Please sign-in and take the meeting handouts.

Information Stations:

- California High-Speed Train Project
- High-Speed Trains
- Merced-to-Bakersfield High-speed Train Section
- Alternatives Analysis
- Environmental Process

Comment Station 1 (map tables)

Please use the section maps provided to write or draw your comments. These comments will become part of the public record.

Comment Station 2 (written comments)

Please take a few minutes to leave us your comments. You can provide written comments or you can provide comments verbally to the court reporter.

Thank you for your participation, if you would like more information please visit
www.cahighspeedrail.ca.gov.

Merced to Bakersfield High-Speed Train Project Scoping Meetings

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STATION LEGEND

Merced-to-Bakersfield
High Speed Train Scoping Meetings
March 2009

WELCOME TABLE

- a. Greeting and Orientation
- b. Attendee Sign-In
- c. Meeting Handouts (Flyer, Guide, Comment form)
- d. Spanish translated handouts

STATION 1: CALIFORNIA HIGH-SPEED TRAIN PROJECT

- a. Purpose of the High Speed Train Project
- b. Statewide High-Speed Rail System

STATION 2: HIGH-SPEED TRAINS

- a. What Are High-Speed Trains?
- b. Grade Separations

STATION 3: MERCED-TO-BAKERSFIELD CORRIDOR

- a. Typical Sections Along the Alignment
- b. Merced to Bakersfield Section
- c. Potential Station Fresno
- d. Potential Station Bakersfield

STATION 4: PROJECT PROCESS

- a. Prior HST Milestones
- b. HST Project Process
- c. Alternatives Analysis

STATION 5: ENVIRONMENTAL REVIEW PROCESS

- a. CEQA/NEPA Process
- b. Environmental Studies
- d. Potential Environmental Issues

PUBLIC PARTICIPATION

Comment Station 1 - Map tables - participants may write/draw ideas and alternatives right on the maps.

Comment Station 2 – Comment tables and comment boxes for submission of written comments.

A Court Reporter is available to transcribe verbal comments.

Una intérprete de habla española estará presente en esta reunion*

(*A Spanish interpreter is available at this meeting)

DON'T FORGET TO SUBMIT YOUR COMMENTS ON THIS PROJECT BY APRIL 10, 2009

You may drop your **comment card** in our comment box, fold in half with a stamp and mail it, or send a letter to:

Ms. Carrie Pourvahidi, Deputy Director
Attn: Merced to Bakersfield HST Project EIR/EIS
925 L Street, Suite 1425
Sacramento CA 95814

or

You can also **email comments** to:

comments@hsr.ca.gov
Include in the subject line:
Merced to Bakersfield HST

APPENDIX H

Written Public Scoping Comments

Appendix H: Written Public Scoping Comments

Commenter <i>(Last Name, First Name)</i>	Agency/Organization and Title	Format <i>Meeting (Comment Card), Email, Letter, Mail*</i>
Aguayo, Rico	City of Fowler City Council	Fresno Meeting
Ainslie, Daniel	City of Merced, Development Coordinator	Merced
Alley, Jeremiah		Email
Aramburu, Joe		Mail
Armentrout, Sam		Email
Arthur, Jesse (2)	Jesse & Judi Arthur Trust, Trustee	Merced Meeting
Ayres, Lee	Tree TOPS, Project Coordinator	Fresno Meeting
Bailey, Janet		Fresno Meeting
Bailey, Tom	Fresno Area Residents for Rail Consolidation, President	Mail
Balch, Daryl	Balch Land Services	Fresno Meeting
Balentine, Stephen		Fresno Meeting
Barnes, James	University of California, Merced	Merced Meeting
Boese, Dr. Lee R. Jr.	Citizens for the Betterment of Merced County, President	Letter via Merced Meeting
Bowden, Mark	IBEW Local 684, Training Director	Merced Meeting
Bramble, John M.	City of Merced, City Manager	Merced Meeting
Brown, Donald Leroy		Mail
Brux, Mark		Email
Carter, James		Email
Cates, Julie		Fresno Meeting
Cellini, Penny		Madera Meeting
Church, Allen		Mail
Clement, Eddie	NCCRC	Fresno Meeting
Coelho, Gabriel		Email

Commenter <i>(Last Name, First Name)</i>	Agency/Organization and Title	Format <i>Meeting (Comment Card), Email, Letter, Mail*</i>
Corona, Juan		Merced Meeting
Correll, Vincent (2)		Fresno Meeting
Crane, Bert	Citizens for the Betterment of Merced County	Letter via Merced Meeting
Davidson, Jody		Email
Donaldson, John		Fresno Meeting
Eagleton, Evelyn		Merced Meeting
Eason, Richard	Merced Boosters Club, President	Letter via Merced Meeting
Ensminger, Keith (3)	Kramer Translations	Merced Meeting, Email
Farley		Merced Meeting
Forrest, Kim	US Fish and Wildlife Service, Refuge Manager	Merced Meeting
Franey, Mr. and Mrs.		Merced Meeting
Franklin, Diana		Merced Meeting
Freitas, Jeff		Merced Meeting
Freund, Tom	Tri-F Consolidator, V.P.	Fresno Meeting
Galbraith, Scott	Merced County Economic Development Corporation, President/CEO	Letter
Giersch, Garold D.	Giersch & Associates, V.P.	Mail
Gorecki		Merced Meeting
Gosting, Kenneth	Transportation is for Everyone	Merced Meeting
Halver, Peter (2)	North California National Contractors Association of Electrical Contractors, Division Manager	Merced Meeting
Harris, Don E.		Merced Meeting
Herman, Paul		Fresno Meeting
Higgins, Lee	Chevron Environmental Management Company	Letter
Hoffman, Barbara	Hoffman Electronic Systems, President	Merced Meeting
Huynh, Khang		Email

Commenter <i>(Last Name, First Name)</i>	Agency/Organization and Title	Format <i>Meeting (Comment Card), Email, Letter, Mail*</i>
Jamison, Barbara		Merced Meeting
Johnston, Mark		Email
Knapp, Lauren (2)		Email, Mail
Knapp, Sherrine (4)	Lazy Ranch	Email, Mail
Kojima, Don T. (4)	Cameron Ranch, LLC, Manager Partner	Email, Letter via Mail, Merced Meeting
Lamas, Angelo	Greater Merced High Speed Rail Committee	Email
Langston, Karen		Email
Laulor, Harriet	AFSCMS	Merced Meeting
Linxwiler, Julie		Fresno Meeting
Lipton, Joan	League of Women Voters	Fresno Meeting
Lu-Pon, Alexander (2)	Forte Frozen Yogurt	Email, Merced Meeting
Martin, Dr. Charles	Chowchilla Elementary School District, Superintendent	Mail
McGarry, Nellie	Russ McGarry Rental Property Management, Co Owner	Letter via Merced Meeting
McGinnis, Lia N.	Wells Fargo Home Mortgage	Mail
McLaughlin, Mike	Merced Fire Department, Division Chief	Merced Meeting
Mendoza, Alfred (2)	Merced County Workforce Investment	Merced Meeting
Mendoza, John Pierre		Email
Moradian, Melissa		Mail
Moua, Kai		Email
Obata, Christie		Email
Omachi, Kathleen Satomi	Chinatown Revitalization Inc. of Fresno, Board of Directors	Fresno Meeting
Overbay, Dale	PG&E, Land Agent	Fresno Meeting
Pace, David	Wellington Corporation, Manager of Acquisitions and	Merced Meeting

Commenter <i>(Last Name, First Name)</i>	Agency/Organization and Title	Format <i>Meeting (Comment Card), Email, Letter, Mail*</i>
	Sales	
Pace, Glenn	Wellington Corporation, President	Merced Meeting
Powell, Billy (2)	IBEW 684 (Electrical Workers union), Business Manager	Merced Meeting
Ramirez, Roland		Email
Ramsay, Robert A.		Mail
Rau, Mary K		Fresno Meeting
Rehbein, Mauricio H. (2)	Bilingual Tax Services, Owner	Letter via Merced Meeting, Mail
Rivero, Joe (2)	City of Atwater, City Council	Merced Meeting
Romersa, Carolyn		Fresno Meeting
Rust, Gregory K., Jr.		Merced Meeting
Saito, Paul	Fresno Area Sky Train (FAST)	Fresno Meeting
Sanchez, Anna M.		Merced Meeting
Sanchez, Phillip		Fresno Meeting
Sanford, William C.		Merced Meeting
Sawtell, Kimely		Fresno Meeting
Slobodian, Robert	California State University, Fresno	Fresno Meeting
Stehly, Michele (2)		Email, Mail
Tello, Lizzy		Fresno Meeting
Thompson, Greg (2)		Merced Meeting
Thompson, Michelle		Email
Thornhill, Diane		Merced Meeting
Vierra, Frank	City of Livingston, Mayor Pro Tem	Merced Meeting
Weech, John R.	California Farm Bureau, Associate Council	Letter via Email
Weisser, David	City of Fowler, Public Works	Fresno Meeting

Commenter <i>(Last Name, First Name)</i>	Agency/Organization and Title	Format <i>Meeting (Comment Card), Email, Letter, Mail*</i>
	Superintendent	
Westmoreland, Diana		Merced Meeting
Wilmoth, Jerry	Union Pacific Railroad Company, General Manager Network Infrastructure	Letter
Wimpey, Anna		Fresno Meeting
Wood, Herb		Merced Meeting

*Mail – submitted comment on scoping meeting comment form via mail



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HIGH-SPEED RAIL
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U.S. Department
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**Federal Railroad
Administration**

Merced-to-Bakersfield Scoping Comment Form

The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation measures, and environmental subject areas deserving attention.

Name (please print): RICO ADAMS City: Fowler State: CA Zip: 93625
Title (if applicable): CITY COUNCIL Phone: 225-4901 Fax: _____
Organization/Business (if applicable): _____ E-mail: REC02@aol.com
Address: _____

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☒ March 25, Fresno, CA ☐ March 26, Bakersfield, CA
☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.
Please write clearly.

MAINTENANCE / STORAGE YARD LOCATED
IN FRESNO COUNTY / SAN JOAQUIN VALLEY.

CONSTRUCTION OF TEST TRACKS BLUNT IN
VALLEY FILL.

225



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U.S. Department
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Administration**

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Name (please print): Daniel Ainslie City: Merced State: CA Zip: 95340
Title (if applicable): Development Coordinator Phone: (209) 385-6827 Fax: _____
Organization/Business (if applicable): City of Merced E-mail: ainslie@cityofmerced.org
Address: 678 W 18th Street

Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA

☐ March 25, Fresno CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

Please be sure the stations are located next to or in downtowns,
to help promote urban development. Allow this to be a stimulus to
further downtown development. Site stations next to freeway on/off ramps,
transportation depots, governmental and business centers.
If stations are located outside urban cores (downtowns) it will promote
greenfield development, and catalyze further gentrification.

Kris Livingston

From: Jeremiah Alley [j@cinestarentertainment.com]
Sent: Friday, May 08, 2009 4:02 PM
To: HSR Comments
Cc: sshepard@bakersfield.com
Subject: California High Speed Rail Has Fatal Flaw

Dear Committee,

With all that has been talked about, and with the amazing graphics on the website the idea of a High Speed Rail is certainly interesting. It doesn't quite do the job though. I've been around the world, both while in the Air Force, and since then have taken public transportation. Most of the time it's a great experience. And the bottom line is it gets' you to where you need to go.

The route that has been "penciled" in for California has fatal flaws that will NOT garner the interest of millions of people to use it, as proclaimed. As an Angeleno I see NO benefit to me to use the HSR. None. To drive to downtown Union Station (already congested) is insane. It would take an hour and half to go downtown, then get on the train---when I could be well on my way up north via the 405.

This is incredibly irresponsible too, because although I voted FOR the High Speed Rail---I didn't know it would exclude significant stops---which it does. I don't know that others knew of this as well. Let's just say it wasn't well advertised.

If people in Bakersfield want to go to LAX they would be better off driving there. The HSR doesn't plan a stop at LAX. And that, my transportation friends, is the fatal flaw.

The pure inconvenience of getting on a HSR, then getting on a Metro Rail, Then a bus...(at a cost of what---\$50 bucks) just to get to LAX would detour the major share ridership opportunity, especially for lower income individuals who would be the main stay as riders. Four-hundred million dollars has been pouring into LAX to make it bigger to accommodate bigger airplanes. And with that will come the demand to be able to get there. It's a shame that this HSR, while hitting other major airports, won't even come close to LAX.

In this article: <http://www.cahighspeedrail.ca.gov/news/Article.pdf> Stacey Shepard writes about where "You want the Bakersfield HSR to go"----I think they might agree---To LAX.

Why is it such a conundrum to get to LAX? (Not to mention Ventura/Santa Barbara/Malibu and every other city along the coast which would benefit from a traffic reduction.) Hundreds of thousands of drivers go from LA to Ventura County. Why miss that segment? When a fare of \$10 per way would be incentive to get out of the car. Because it's easier to build in the middle of nowhere? Now what good does that do people? It's like the idea that people would drive to Victorville to get on a train to Las Vegas. Maybe a train from LA to Palm Springs. That I'd ride.

As for Vegas--I'd just pay the \$49 and get on Southwest.

Lest I digress.

I have been a huge proponent of alternative transportation within my community and within City Council as well, however I cannot think it's plausible to call it a benefit to drivers and the environment when a system such as this has such failure in the routing.

Sure someone can get from San Francisco to San Diego on the HSR---but they can do that quite easily, and for \$49 on Southwest. What makes this train a good idea, such as other places around the world, is that people go from City-to-City. This route doesn't take into account what the likelihood of rider-ship would be from segment to segment. The easy route is not the best route. The best route is where the most people would be served. Period.

"If you build it, they will come," once applicable to Wayne and Garth cannot be a mantra for California High Speed Rail when it's price tag is a hefty 40 billions (plus interest).

There's another saying "that you can't see the forest through the trees," and I think it's quite possible that you don't see the traffic nightmares (city-city) through the plethora of cars and trucks. Los Angeles has 1/3rd of the entire state's population. Your route has one stop in it. San Fran itself has 3 stops. One of them is the airport.

I simply don't understand the motives.

I would, as a taxpaying individual, love a response---or better yet, put the response up on the website and let everyone else know why no train to LAX is not only a good idea, but the best idea. In today's age, only the BEST ideas should go forward as responsible tax dollars. 40 Billion of them.

This project has yet to see the best ideas, and I hope this letter has provoked the idea that better is possible. If it's pencil---let's make it the best before we spend billions of dollars for a train to nowhere or better yet, for no one.

I would be willing to engage in any communication--by phone, by email, or in person.

Thank you for the opportunity to share my thoughts. I certainly hope they will encourage the right moves.

Jeremiah

Jeremiah Alley | Producer | Studio/Mailing: 1227 Granville Ave, PH1, Los Angeles CA 90025 | 310-420-1100



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Merced-to-Bakersfield Scoping Comment Form

The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation measures, and environmental subject areas deserving attention.

Name (please print): JOE ARAMBURU City: FRESNO State: CA Zip: 93702

Title (if applicable): _____ Phone: 559-251-5105 Fax: _____

Organization/Business (if applicable): _____ E-mail: _____

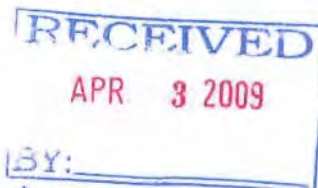
Address: 4074 E. MONTECITO

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA

☒ March 25, Fresno CA ☐ March 26, Bakersfield, CA

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.



I HAVE RIDDEN HIGH-SPEED TRAINS IN SPAIN, AND AM THRILLED
THAT FINALLY - AT LONG LAST A SYSTEM WILL BE BUILT IN CALIFORNIA.
I JUST WANT TO ADD MY SUPPORT. I SUPPORT THE PACHECO PASS
ROUTE AS IT WILL PROVIDE FASTER SERVICE TO SAN FRANCISCO FROM
LOS ANGELES. I ALSO SUPPORT A HST STOP/STATION IN
VISALIA OR AT THE VERY LOCATED EAST OF HANFORD.
WHILE A MAINTENANCE FACILITY IN FRESNO WOULD BE NICE, IT
WOULD PROBABLY BE EASIER AND LESS EXPENSIVE TO BUILD IT
AT CASTLE AFB. ALSO, I WOULD LIKE TO SUGGEST THAT
WHEN THE TIME COMES THAT COURSES BE SET-UP AT
COMMUNITY COLLEGES IN THE VALLEY FOR SERVICING AND
WORKING ON THE TRAINS TO PREPARE A GOOD WORKFORCE
AND PROMOTE JOBS IN THE VALLEY.

THANK YOU, Joe Aramburu

Kris Livingston

From: Sam Armentrout [armentrout_s@madera.k12.ca.us]
Sent: Tuesday, March 31, 2009 8:26 AM
To: HSR Comments
Subject: "Merced to Bakersfield HST"

Good Morning,

This is a much needed project. Not only will the high speed train create jobs but it will eliminate thousands of car trips on highway 99. Fast clean transportation and reduced pollution in the 2nd worst air pollution area in the nation.

Go high speed rail!

Sam Armentrout, Mayor
City of Madera
205 W. Forth Street
Madera, Ca. 93637



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Name (please print): JESSE ARTHUR City: MERCED State: CA Zip: 95340
 Title (if applicable): TRUSTEE Phone: 3880755 Fax: _____
 Organization/Business (if applicable): JESSE & Judi ARTHUR TRUST E-mail: ARTHURACRES@SBC.GLOBAL.NET
 Address: 2356 N. CROWN Rd

Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☐ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.
 Please write clearly.

Stations appear to be at proper intervals. Underpass/
 overpass options look good. Maintenance facility
 should be located at Castle. The land is there and
 some buildings and this location would not
 infringe on agricultural land or "future
 development" land; nor would it interfere
 with streets, roads or highways.

Money must be appropriated ASAP or this process
 will drag on forever.



Thank you for attending today's meeting. The purpose of the scoping process is to provide government agencies and the public the opportunity to help identify possible issues, the overall scope and focus, and alternatives for consideration in the environmental review. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 10, 2009.

Meeting Date/Location

☒ March 18 - Merced ☐ March 25 - San Jose ☐ March 26 - Gilroy

Name (please print): JESSE ARTHUR City: MERCED State: CA Zip: 95340
Title (if applicable): TRUSTEE Phone: 3880255 Fax: _____
Organization/Business (if applicable): JESSE & Judi ARTHUR TRUST E-mail: ARTHURACRES@SBCGLOBAL.NET
Address: 2356 N. CROWN RD.

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Comment (please write clearly):

Great job of dealing w/Ag land and use of tunnels going the proposed route. Also well thought out use of "funder" lines to the ASR.

Some ~~comments~~ comments apply regarding using Castle as the maintenance center as I made on the Merced-Bakersfield form.

Money must be appropriated ASAP.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team members, mail, or e-mail it to us at comments@hsr.ca.gov by close of business on April 10, 2009. In addition, you may comment verbally to the court reporter today.

The comment period ends close of business on April 10, 2009.

Fold and Tape Completely Before Mailing



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Name (please print): Lee Ayres City: Fresno State: CA Zip: 93704

Title (if applicable): Project Coordinator Phone: 559-261-1551 Fax: _____

Organization/Business (if applicable): Tree TOPS E-mail: LSAyres@AOL.COM

Address: 5132 N. Palm Ave PMB 112

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☒ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

- Please put the HSR tracks below grade in Fresno.
- Please construct a freight rail bypass west of Fresno to be used by UP & BNSF - to ~~the~~ make the UP tracks
- Please locate the HSR station in downtown Fresno between 6th & H.
- " coordinate the HSR station design with the downtown specific plan & the proposed National Parks & Forests District.
- Cooperate in transfer of BNSF tracks in northwest Fresno to City for alternative transportation purposes, to be included in 4 county trunks plan prepared by Tree TOPS.
- available for HSR
- Wanted to make safety hazard w/ both HSR & UP next to each other in an urban area.

Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on April 10, 2009.



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Name (please print): Janet Bailey City: Fresno State: CA Zip: 93704
Title (if applicable): _____ Phone: 225-5695 Fax: _____
Organization/Business (if applicable): Writer E-mail: ~~janet.bailey@beatobal.net~~
Address: 707 E Saginaw Way janet.h.bailey@gmail.com
Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA
☒ March 25, Fresno CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.
Please write clearly.

Support consolidating rail w/ BNSF service to
get local RR traffic out of neighborhoods in
Fresno. Regardless, I strongly support the project.



Fresno Area Residents for Rail Consolidation
1941 W Santa Ana · Fresno, CA 93705 · (559) 244-0238
www.movethetracks.org · email: farrc@movethetracks.org

April 6, 2009

Ms. Carrie Pourvahidi, Deputy Director
Merced-to-Bakersfield High-Speed Train
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Ms. Pourvahidi,

Subject: Merced-to-Bakersfield Scoping Comments

In 2004, the City of Fresno went on record with their comments for the Program EIR/EIS as favoring both the express tracks and the local tracks of the high speed rail project going through downtown Fresno on the U.P. alignment as opposed to the optional express loop bypass offered as a possible option by the authority. This was a political decision based on the city's ill-advised fear that if the express tracks were built west of downtown, it might mean that a station in Fresno would never be built. This thinking in our organization's opinion, was not based on careful analysis of the best costs and potential benefits to both high-speed rail and freight rail consolidation.

Having worked for 10 years on the best possible rail consolidation solution for Fresno and most recently as active participants on the High Speed Train-Freight Rail TAG (Technical Assessment Group,) FARRC strongly recommends the following:

1. Routing the HSR express tracks to the west along with relocating the UP tracks and rail yard.
2. After completion of the above, the vacated UP right-of-way would then be available for construction of the BNSF's new double track corridor (also used by Amtrak,) as well as the two local HSR tracks and a new downtown multi-modal station.

Even without rail consolidation, major problems exist in obtaining rights of way in the UP corridor. Routing the express tracks through downtown Fresno will create excess noise, and given the alignment and clearance constraints imposed by the 220 mph speeds, would necessitate very expensive and disruptive construction. A west side alignment would have definite safety advantages. This plan including relocation of the UP and its rail yard to the west would also allow all phases of construction to be completed with no disruption to either freight railroad. The vacated UP rail yard in central Fresno would also provide an excellent location for the proposed HSR maintenance facility.

Ms. Carrie Pourvahidi

Page 2

April 6, 2009

We realize there will be problems with the environmental work that has already taken place, but whatever problems there may be are, in our opinion, a small price to pay versus living with an inferior alignment for many decades to come.

Sincerely

A handwritten signature in blue ink that reads "Tom Bailey". The signature is written in a cursive style with a large, stylized "T" and "B".

Tom Bailey
President



CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY



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Name (please print): DARYL BALCH City: FRESNO State: CA Zip: 93704

Title (if applicable): _____ Phone: (559) 907-1761 Fax: _____

Organization/Business (if applicable): BALCHLANDSERVICES E-mail: BalchlandServices@sbcglobal.net

Address: P.O. BOX 5235 FRESNO, CA 93755

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☒ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices

Please write clearly.

I THINK THERE WILL BE DIFFICULTIES INVOLVED WITH PROPERTY
ACQUISITION - PARTICULARLY AT GRADE SEPARATION SITES. PROPERTY
OWNERS OR SPECULATORS WILL ATTEMPT TO MAXIMIZE THE PRICE OF
THEIR PROPERTIES. SALES OF ADJACENT PROPERTIES WILL TEND
TO PUSH UP PROPERTY VALUES BEYOND REASONABLE PRICES.
SOME OWNERS MAY SEEK TO REZONE OR SUBDIVIDE THEIR
LAND TO INCREASE VALUES.

IT MIGHT BE PRUDENT TO ENACT AN EMINENT DOMAIN
ACTION TO SET VALUES AT AN EARLY DATE IN THE PROCESS.
THIS WOULD ALSO HELP ASSURE PROPERTIES WOULD BE
ACQUIRED ON A TIMELY BASIS. ANOTHER BENEFIT WOULD BE
PERHAPS MORE TIME FOR BUSINESSES AND COMPANIES
TO RELOCATE.



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Name (please print): STEPHEN BALENTINE City: FRESNO State: CAL Zip: 93705

Title (if applicable): _____ Phone: 559-237-8542 Fax: _____

Organization/Business (if applicable): _____ E-mail: _____

Address: 526 W. WELDON

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☒ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

I am extremely excited about the prospects of
high-speed rail coming to Fresno and the state.

Let me say that I would use Amtrak more often if
it had more trains and more hours of service. When I don't
drive for one reason or another I am often forced to ride
Greyhound back and forth to Los Angeles, or occasionally
the Bay Area or Sacramento, due to the limited hours of service.

I estimate to use high speed rail to Bay Area and
Sacramento once a year per area, to Los Angeles 3-8 times
a year, along with my wife, most of the time. Please consider
extended hours of service. This is so exciting. Please
let me know if I can do anything to make it happen.
Thank-you for listening.



CALIFORNIA
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U.S. Department
of Transportation
**Federal Railroad
Administration**

Merced-to-Bakersfield Scoping Comment Form

The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation measures, and environmental subject areas deserving attention.

Name (please print): JAMES BARNES City: MERCED State: CA Zip: 95348

Title (if applicable): _____ Phone: 209-228-8585 Fax: _____

Organization/Business (if applicable): UC MERCED E-mail: JWBARNES@YAHOO.COM

Address: 1235 LA PLAYA CT MERCED CA

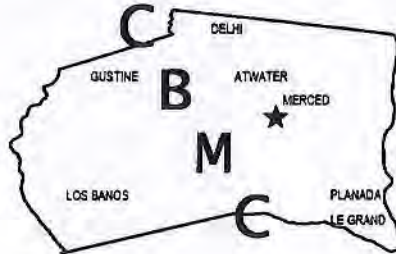
Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☐ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.
Please write clearly.

We need the high speed rail system for our future! Let's continue to lead the nation by setting the standard for 21st transportation, clean reliable and efficient. Our UC Merced students would benefit significantly in being able to access jobs internships and family currently only served by bus transportation from Merced to Bakersfield. With possible stimulus money coming, let's put this project on the fast track!

CITIZENS FOR THE BETTERMENT OF MERCED COUNTY



March, 17th 2009

Dear, Dan Leavitt, Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, Ca 95814

Board Members

Lee Boese
Mike Carpenter
Doug Fluetsch
Guy Maxwell
John Abbate
Forest Hansen
Bert Crane
Doug Fluetsch
Jim Abbate
Jeff Marchini
Nellie McGarry
Eric Hamm

RE: San Jose to Merced HST project EIR/EIS

Dear Mr. Leavitt:

This letter is to provide comment for the California High Speed Rail Project. Our organization supports a High Speed Rail system for California and look forward to see it become a reality. We also strongly support establishing a High Speed Rail station in downtown Merced and recommend the former Castle Air Base as a construction and Maintenance facility Hub.

We also support having a High Speed Rail system connecting Northern California, the Bay Area and Southern California. Lastly, we want to see this entire project fast tracked due to the huge economic benefits it would create for the Central Valley and the rest of the state.

Sincerely,

Dr. Lee R Boese Jr.
(President for the Citizens of the Betterment of Merced County)

CBMC:

***"Dedicated to preserving and encouraging
The diversity and economic prosperity of Merced County"***



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Name (please print): Mark Bouden City: Modesto State: CA Zip: 95354
 Title (if applicable): Training Director Phone: 209-579-5417 Fax: 209-521-0908
 Organization/Business (if applicable): IBEW Local 684 E-mail: mark@jete.684.org
 Address: 1925 Yosemite Blvd.

Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA

☐ March 25, Fresno CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

I think we as americans are way behind when
it comes to environment/safe travel. I think
we need to move forward with this project
+ others like it.

Keep it up we have the momentum
behind us with the community + Government

Thanks for the opportunity to come
to the Scoping Form.



Thank you for attending today's meeting. The purpose of the scoping process is to provide government agencies and the public the opportunity to help identify possible issues, the overall scope and focus, and alternatives for consideration in the environmental review. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 10, 2009.

Meeting Date/Location

☒ March 18 - Merced ☐ March 25 - San Jose ☐ March 26 - Gilroy

Name (please print): JOHN M. BRAMBLE City: MERCED State: CA Zip: 95348

Title (if applicable): CITY MANAGER Phone: 209-385-6834 Fax: 209-723-1780

Organization/Business (if applicable): CITY OF MERCED E-mail: bramblej@cityofmerced.org

Address: 678 W. 18TH STREET MERCED, CA 95340

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Comment (please write clearly):

- preference on UPRR alignment with station in downtown
- I believe that the State should exempt the High Speed Rail project from CEQA, since NEPA will cover the issues.
- preference for maintenance facility at Castle Business Center.
- The value of the project for economic development and attraction of new businesses to the area will be immense.
- The improvement of travel for UC Merced students will be very helpful and beneficial to air quality.
- This is a positive project that will assist with air quality and conservation of energy resources.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team members, mail, or e-mail it to us at comments@hsr.ca.gov by close of business on April 10, 2009. In addition, you may comment verbally to the court reporter today.

The comment period ends close of business on April 10, 2009.



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Name (please print): DONALD LEE-oy BROWN City: CLOVIS State: CA, Zip: 93611

Title (if applicable): RETARDED EX-RAILWORKER Phone: (559) 291-9763 Fax: _____

Organization/Business (if applicable): N.A.R.V.E. E-mail: _____

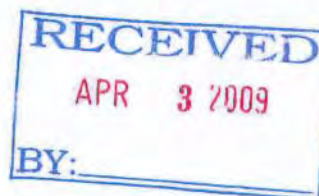
Address: 3099 EZIE AVE 93611

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☒ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.



Let's get on with the building of this proposed high-speed railroad bed! Please put the railroad thru the San Joaquin Valley from San Francisco or Oakland to Modesto, Merced, Fresno and Bakersfield to Los Angeles route. Please use rail materials that are manufactured in our United States and stop the planning committees. Money has been appropriated. Now let's get to work and build it.

Kris Livingston

From: info@hsr.ca.gov
Sent: Tuesday, March 31, 2009 12:10 PM
To: Info @ HSR
Subject: CHSR Contact

CHSR Contact.

Contact Name: Mark Brux
Company:
Phone: 209-827-9144
Email: furrybeast@iname.com
Website:
Comment:

A train stop is needed in Los Banos/Santa Nella because (1.) of the large carbon footprint left by commuters from here thru Pacheco Pass to Gilroy - San Jose; (2.) CA. state itself projects Los Banos - Santa Nella area to be 1 of 3 hubs of major population growth in the Central Valley in the next few decades. Talk about environmental impact! Furthermore, no one can tell me that an environmentally suitable site for the depot cannot be found SOMEWHERE between or near Los Banos or Santa Nella - I know the area! If people want it done, it can & will be done. As for the train being able to reach 200 mph, (1.) there are already other stops planned, such as along the Hwy. 99 corridor, which are at least as close together as Los Banos/Santa Nella & Gilroy, and (2.) you can do what CalTrain (Salinas - San Jose - San Francisco) has done for a long time: develop a schedule that runs, especially during peak demand times, some trains as express trains with fewer stops, & others that stop at every depot, including one at Los Banos/Santa Nella. Thank you for your (re-)consideration of this important matter as you build the most important U. S. transportation project of the 21st Century!

Kris Livingston

From: James Carter [jcarter_013@hotmail.com]
Sent: Thursday, April 02, 2009 7:54 PM
To: HSR Comments; James Carter
Subject: Merced to Bakersfield HST

To whom it may concern,

I am James Carter, a resident of Fresno County. I admire the commitment of the CHSRA board and staff to reduce urban sprawl. This commitment has been shown by trying to locate stations in large city centers and by eliminating smaller stops like the idea of a Los Banos station. The attention paid by the staff and board to this issue is very important to many in the central valley.

With that said, I would like to express my concern about the Visalia/Hanford/Tulare station option. I fear that if it is placed in Hanford, a rather small city, it will promote even more growth in the region. This region is already seeing a lot more sprawl from the building of low-density housing on its fringes. These subdivisions are consuming important farm land and the building of a station may exacerbate this problem. A station in a small city will attract people to the cheap housing while they can keep their jobs in a metropolitan center, and would encourage more cheap low-density houses to be built in that small city. Maybe a station in the Visalia area may have less adverse effects (they might be able to build more high density residences easier than Hanford) on farm land or maybe a no station alternative may be the appropriate choice.

I would like to urge you to study carefully the effects of a station on these towns, as well as the no station alternative. I am sure you were already planning to do so, but I felt I should add my concern before the time passed by. Thank you for your consideration and all the hard work you and all involved have put into this great endeavor.

Respectfully,

James Carter
3832 N Grantland
Fresno, CA
jcarter_013@hotmail.com

Rediscover Hotmail®: Now available on your iPhone or BlackBerry [Check it out.](#)



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Merced-to-Bakersfield Scoping Comment Form

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Name (please print): Julie Cates City: Visalia State: CA Zip: 93277
 Title (if applicable): Taxpayer! Phone: 635-1590 Fax: _____
 Organization/Business (if applicable): _____ E-mail: jccates@csufresno.edu
 Address: _____

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA

☒ March 25, Fresno CA ☐ March 26, Bakersfield, CA

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Please write clearly.

I commute daily via Vanpool and then county transit to Fresno State, from Visalia. I missed the meeting in Visalia. Why is it that Visalia is not being considered as a stopping point on this new line, "a new high-speed alignment around the city of Hanford. Alignment alternatives will also be evaluated to serve a potential station in the Visalia/Hanford/Tulare area," (your brochure) Visalia is a vital community in Tulare County consisting of County buildings (tax, Sheriff, etc.), hospitals, and 120,000 people. Please consider Visalia as a stop/station on this system. Additionally, there is no existing public transit system between Porterville → Visalia → Fresno and the rural towns in between.



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Name (please print): Penny Cellini City: Madera State: CA Zip: 93688

Title (if applicable): _____ Phone: 674-1544 Fax: _____

Organization/Business (if applicable): _____ E-mail: _____

Address: 26568 Club Dr.

Meeting Date and Location: ☐ March 18, Merced, CA ☒ March 19, Madera, CA ☐ March 24, Visalia CA

☐ March 25, Fresno CA ☐ March 26, Bakersfield, CA

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

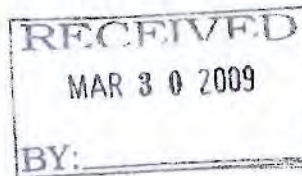
Please write clearly.

Madera has been waiting a long
time for an Amtrak station.
We now have a high speed train
going in and again no station
for us. How Do we access
the train?

|||||



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Name (please print): Allen Church City: Clovis State: CA Zip: 93613

Title (if applicable): _____ Phone: _____ Fax: _____

Organization/Business (if applicable): _____ E-mail: achurcharc@aol.com

Address: PO Box 1992 Clovis 93613

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☒ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

I think all of the proposed routes are reasonable. We really need High Speed Rail! Be sure to address the need for plentiful low cost parking at all stations as motor vehicles may still be the primary mode of transport to the terminals.



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Name (please print): Eddie Clement City: Fresno State: CA Zip: 93638
 Title (if applicable): Business Agent Phone: 559-268-3895 Fax: 559-268-2004
 Organization/Business (if applicable): NCCRC E-mail: EClement@nccrc.org
 Address: 1361 N. Hubert

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☒ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

*I think this is the best idea
 the State of Ca. has ever considered.
 Please make no mistake about it,
 in Fresno the HST MUST travel
 through the Downtown Area best
 if near Chinatown.
 My organization & myself back this
 project 110%.*

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:55 PM
To: Kris Livingston
Subject: FW: CHSR Contact

From: info@hsr.ca.gov [mailto:info@hsr.ca.gov]
Sent: Wednesday, April 08, 2009 6:55 AM
To: Info @ HSR
Subject: CHSR Contact

CHSR Contact.

Contact Name: Gabriel Coelho
Company: Coelho Farms, LP
Phone: 209-617-4384
Email: ciaochilla1@earthlink.net
Website:
Comment:

I own a major piece of property, 4 residences and a well established dairy farm, through which you plan to run the train through. From the proposed map showing the Chowchilla route down Henry Miller Rd, AKA Ave 24, the train would run directly through all this and from the map I stand to lose disproportionately more than anyone else in the area along the train route. Since all four homes would have to be removed along with the dairy barn itself I would be put out of business. Replacing the dairy is almost if not impossible since the permitting process along with environmental regulation is cost prohibitive and right now Madera and Merced counties are not issuing new dairy permits. Please contact me so we can discuss this matter.



Thank you for attending today's meeting. The purpose of the scoping process is to provide government agencies and the public the opportunity to help identify possible issues, the overall scope and focus, and alternatives for consideration in the environmental review. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 10, 2009.

Meeting Date/Location

☒ March 18 - Merced ☐ March 25 - San Jose ☐ March 26 - Gilroy

Name (please print): Juan Corona City: Merced State: CA Zip: 95340

Title (if applicable): _____ Phone: _____ Fax: _____

Organization/Business (if applicable): _____ E-mail: Juancorona84@hotmail.com

Address: _____

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Comment (please write clearly):

I am in support of the project. My concern is that higher consideration be given to sites that are ~~already~~ more ready for a maintenance hub, versus exercising eminent domain and acquiring other sites. Merced County has a prime location at the Castle Commerce Center, a County and City Government that support the project and will support the High Speed Rail Authority. More importantly there are more residents in the area that are in favor of the project than not, and this was shown in the recent Prop 1A passage.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team members, mail, or e-mail it to us at comments@hsr.ca.gov by close of business on April 10, 2009. In addition, you may comment verbally to the court reporter today. The comment period ends close of business on April 10, 2009.

Fold and Tape Completely Before Mailing



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Name (please print): Vince Corrado City: Fresno State: _____ Zip: _____

Title (if applicable): _____ Phone: _____ Fax: _____

Organization/Business (if applicable): _____ E-mail: _____

Address: 840 E Cole Ave

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☒ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

Use the UP tracks through Fresno
for High Speed RR & move existing
freight line out west -- in the country
where land is less costly



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Name (please print): Vincent Correll City: Fresno State: CA Zip: 93720

Title (if applicable): _____ Phone: 559-439-8404 Fax: _____

Organization/Business (if applicable): _____ E-mail: VCorrell@sbaglobak.net

Address: 840 E Cole Ave

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☒ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

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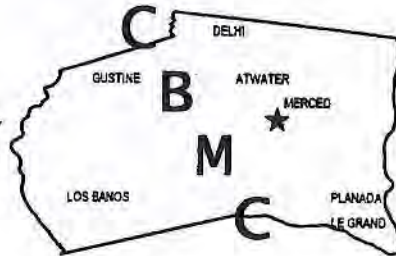
Please write clearly.

A In cities, put tracks below ground level.
1. deflects sound UP
2. reduces disturbance of city structure.

B Please make some decisions - Move it along.
You will not please everyone.

C Stations DOWNTOWN. It will
connect with other activities. With the
tracks below ground, little noise
& little traffic disruption.

CITIZENS FOR THE BETTERMENT OF MERCED COUNTY



March, 17th 2009

Board Members

Lee Boese
Mike Carpenter
Doug Fluetsch
Guy Maxwell
John Abbate
Forest Hansen
Bert Crane
Doug Fluetsch
Jim Abbate
Jeff Marchini
Nellie McGarry
Eric Hamm

Dear, Dan Leavitt, Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, Ca 95814

RE: San Jose to Merced HST project EIR/EIS

Dear Mr. Leavitt:

This letter is to provide comment for the California High Speed Rail Project. Our organization supports a High Speed Rail system for California and look forward to see it become a reality. We also strongly support establishing a High Speed Rail station in downtown Merced and recommend the former Castle Air Base as a construction and Maintenance facility Hub.

We also support having a High Speed Rail system connecting Northern California, the Bay Area and Southern California. As a farmer I like the fact that the Merced station is being built downtown and Castle Air Base is being recommended as a Maintenance facility since neither of these properties sacrifice any valuable agricultural land. Lastly, we want to see this entire project fast tracked due to the huge economic benefits it would create for the Central Valley and the rest of the state.

Sincerely,



Bert Crane

CBMC:

***"Dedicated to preserving and encouraging
The diversity and economic prosperity of Merced County"***

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:40 PM
To: Kris Livingston
Subject: FW: Merced to Bakersfield High Speed Train (HST) EIR/EIS Scoping Comments

From: Jodyldavidson@aol.com [mailto:Jodyldavidson@aol.com]
Sent: Friday, April 10, 2009 4:22 PM
To: HSR Comments
Subject: Merced to Bakersfield High Speed Train (HST) EIR/EIS Scoping Comments

April 10, 2009

Re: Scoping Comments for California High Speed Rail Authority's Merced to Bakersfield High Speed Train (HST) Environmental Impact Report / Environmental Impact Statement (EIR/EIS)

As you prepare the EIR/EIS for the San Jose to Merced (HST) project, please keep in mind that existing railroad lines have used many toxic substances over the years. The structural base likely contains arsenic, lead, and creosote in the ties. As such, the EIR/EIS must consider the following:

A complete soil analysis must be done for all toxic substances.

The disruption or movement of soil in the vicinity of the tracks may aerate these toxics, causing inhalation, or spread pollution to groundwater and watersheds.

There are many homes, schools, businesses, and agricultural operations in close proximity to this old railroad line.

Rail lines are often contaminated with arsenic and lead since slag was used as a structural base for tracks. Many tracks which are still in use today have this. Slag is waste created from metal extraction.

http://www.atsdr.cdc.gov/hac/PHA/unionpacific/uni_p1.html

Creosote - Since rail ties have traditionally been treated with creosote, coal tar creosote, coal tar, coal tar pitch, and coal tar pitch volatiles, measures must be taken to mitigate toxics from these substances.

Since many rail lines typically abutted old industrial and agricultural sites, a comprehensive analysis of all soil and shallow groundwater along the rail line must be conducted.

Desiccation of Vegetation from High Velocity Wind Speeds

Trains running at high velocity will create un-natural winds which are capable of damaging urban gardens and vegetation, natural grasslands, and farmlands. This could create extreme conditions for grass fires. This could cause farmers and residents to use more water at a time when our state is in drought.

Impact to State Water Resources

Building stations in otherwise rural/farm areas of the state would further burden our water resources, both to the delta and groundwater supplies, by creating sprawl.

If this project manages to go forward. All measures must be taken to protect all groundwater and watersheds from contamination. It is anticipated that **water will become the limiting factor to the sustainability of our state**, when we have all been told to cut back our water use – including groundwater pumping.

California's Clean Water Act – referred to as the Porter Cologne Water Quality Control Act – and is also in the Region's Basin Plan. Bottom line, all groundwater in California is a source of drinking water and must be protected UNLESS it is specifically exempted. I've included some links and some excerpts:

<http://ag.ca.gov/prop65/faq.php>

<http://www.oehha.org/Prop65/law/P65law72003.html>

http://www.waterboards.ca.gov/board_info/agendas/2006/december/1213_09.pdf

(d) "Source of drinking water" means either a present source of drinking water or water which is identified or designated in a water quality control plan adopted by a regional board as being suitable for domestic or municipal uses.

The Porter-Cologne Water Quality Control Act and the Basin Plan require protection of potential as well as actual beneficial uses. Resolution 88-63 provides that "all surface and ground waters of the State are considered to be suitable, or potentially suitable, for municipal or domestic water supply and should be so designated by the Regional Boards", with listed exceptions.

Resolution 88-63 is, by reference, a part of the Basin Plan. Resolution 88-63 contains an exception for "ground waters where . . . the total dissolved solids (TDS) exceed 3,000 mg/L (5,000 uS/cm electrical conductivity) and it is not reasonably expected by Regional Boards to supply a public water system . . ." The conjunctive "and" means that two requirements must be met to trigger the exception. First, total dissolved solids (i.e., salinity) must exceed 3,000 mg/L. Second, the regional water board must reasonably expect the water will not be used as a source of drinking water.

Board Resolution No. 89-39, "Sources of Drinking Water," defines potential sources of drinking water to include all groundwater in the region, with limited exceptions for areas of high TDS, low yield, or naturally-high contaminant levels. Groundwater underlying and adjacent to the site qualifies as a potential source of drinking water.

Due to the unpredictability of our climate, all sources of uncontaminated groundwater must be protected. If HSR contaminates a groundwater source, you have contaminated it not for many users, including farmers.

If any kind of tunneling or excavation is done which impacts groundwater, I insist that a certified hydrologist from USGS conduct a complete hydrological mapping of this region.

Investigate potential health impacts to citizens and wildlife from continuous exposure to strong electromagnetic field radiation (EMF), and RF. Additionally any high-voltage DC transmission (HVDC) that interconnect wind farms, power generating plants, and transformers from power generation and energy storage cells must be thoroughly assessed and mitigated.

In areas where the tracks are elevated, please note that sound travels farther on elevated tracks. There is a distinct aerodynamic sound even at lower speeds with HSR. Existing acoustical studies from other countries may not be used for the following reasons:

- Differences in topography
- Variation in sensitivity of equipment used depending on the manufacturer
- Variation in methodology of measuring.
- Sound measurements should be taken when two or more high speed trains pass one another at the speed decided upon to run through both urban, natural, and farmland areas

We want HSR to do it right if it gets done. Please let's not pass a legacy onto our children that they will regret.

Thank you for addressing these concerns in the project EIR/EIS.

Sincerely,

Jody Davidson

Worried about job security? [Check out the 5 safest jobs in a recession.](#)



CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY



U.S. Department
of Transportation
**Federal Railroad
Administration**

Merced-to-Bakersfield Scoping Comment Form

The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation measures, and environmental subject areas deserving attention.

Name (please print): JOHN R DONALDSON City: FRESNO State: CA Zip: 93727

Title (if applicable): _____ Phone: (559) 291-3818 Fax: _____

Organization/Business (if applicable): _____ E-mail: johnr@csufresno.edu

Address: 4559 N DEWITT

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☒ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

I am ecstatic that HSR is finally moving.
(I rode the Shinkansen in Japan 24 years ago!)

This will be a tremendous boost for the SJ Valley
and for the state. I hope to ride it before I die.

1. Running the line between Hanford & Visalia
seems important to me, although a western
route with lots of connectors is possible.
2. A true express route, LA → SF, bypassing
some or all stations, will be very important
for taking traffic off the roads and airlines.
3. Decreasing our CO₂ emissions must be
a serious priority. Global warming is the
most serious problem before us and the world.



Thank you for attending today's meeting. The purpose of the scoping process is to provide government agencies and the public the opportunity to help identify possible issues, the overall scope and focus, and alternatives for consideration in the environmental review. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 10, 2009.

Meeting Date/Location

☒ March 18 - Merced ☐ March 25 - San Jose ☐ March 26 - Gilroy

Name (please print): Evelyn Eagleton City: Merced State: CA Zip: 95380
Title Part-time
(if applicable): University Professor Phone: 209-349-0399 Fax: _____
Organization/Business Retired School Admin E-mail: eagleton@clearwire.net
(if applicable): CSU, SACRAMENTO
Address: 1278 CAROLINA DR, MERCED, CA 95380

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Comment (please write clearly):

The high speed rail would be
beneficial to the Valley. It is desperately
needed.!!!

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team members, mail, or e-mail it to us at comments@hsr.ca.gov by close of business on April 10, 2009. In addition, you may comment verbally to the court reporter today.
The comment period ends close of business on April 10, 2009.

Fold and Tape Completely Before Mailing

MERCED BOOSTERS CLUB

Past Presidents

1966 Reno Ferrero
1967 G. B. "Randy" Randolph
1968 James Gallagher dec.
1969 Ralph Busby
1970 Oscar Maddow dec.
1971 Kenneth S. Riggs
1972 Jack Collins
1973 Jack Collins
1974 Dave Johnson
1975 Joe Gaestel
1976 Maurice "Doc" Hill
1977 Wayne Symes dec.
1978 Wayne Symes dec.
1979 Boomer Bermingham
1980 Don Ohlinger
1981 Peter J. Fluetsch
1982 Burt Fogelburg dec.
1983 Ed Blankenship
1984 John Hann Dec.
1985 Omar Brawley
1986 Dick Whittington
1987 Bob Carpenter
1988 George Parker
1989 Charles A. Meyer
1990 Bob Ayers
1991 Mike Salvadori
1992 Ed Joseph
1993 Larry Morse, Sr.
1994 John Pazin
1995 George Webber
1996 Bob Rucker
1997 Dennis McKim
1998 Grey Roberts
1999 Gordon Spencer
2000 Mel Maxwell
2001 Duane Andrews
2002 Garith Krause
2003 Erik Ekizian
2004 Mark Pazin
2005 Scott Hunter
2006 Doug Fluetsch
2007 Kevin Kelley

360 EAST YOSEMITE AVE. SUITE 100
MERCED, CALIFORNIA 95340
(209) 384-7092

Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814
March 17, 2009

RE: San Jose to Merced HST Project EIR/EIS

Dear Mr. Leavitt:

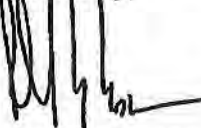
This letter is to provide comment for the California High Speed Rail Project. Our organization supports a High Speed Rail system for California and looks forward to seeing it become a reality. We also strongly support establishing a high speed rail station near or in the City of Merced and a maintenance hub at or near the former Castle Air Force base.

In review of the various documents and information available, we feel that the high speed rail system will:

- Help meet California's growing population and travel demands;
- Improve the movement of people, goods and services throughout the state;
- Improve capacity for reliable, safe and comfortable travel between major metropolitan areas;
- Maintain and improve quality of life for citizens of the Valley and of California;
- Generate jobs for the residents of our state;
- Help relieve increased traffic congestion; and
- Improve air quality by reducing pollution.

We support having a high speed rail system connecting Northern California, the Bay Area, and Southern California that runs through the San Joaquin Valley. Your consideration of these comments would be greatly appreciated.

Sincerely,



Richard Eason
President, Merced Boosters Club



**CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY**



**U.S. Department
of Transportation
Federal Railroad
Administration**

Merced-to-Bakersfield Scoping Comment Form

The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation measures, and environmental subject areas deserving attention.

Name (please print): Keith Ensminger City: Merced State: CA Zip: 95341
 Title (if applicable): _____ Phone: 209-385-0425 Fax: 209-385-3747
 Organization/Business (if applicable): Kramer Translation E-mail: Keith@krametranslations.com
 Address: _____

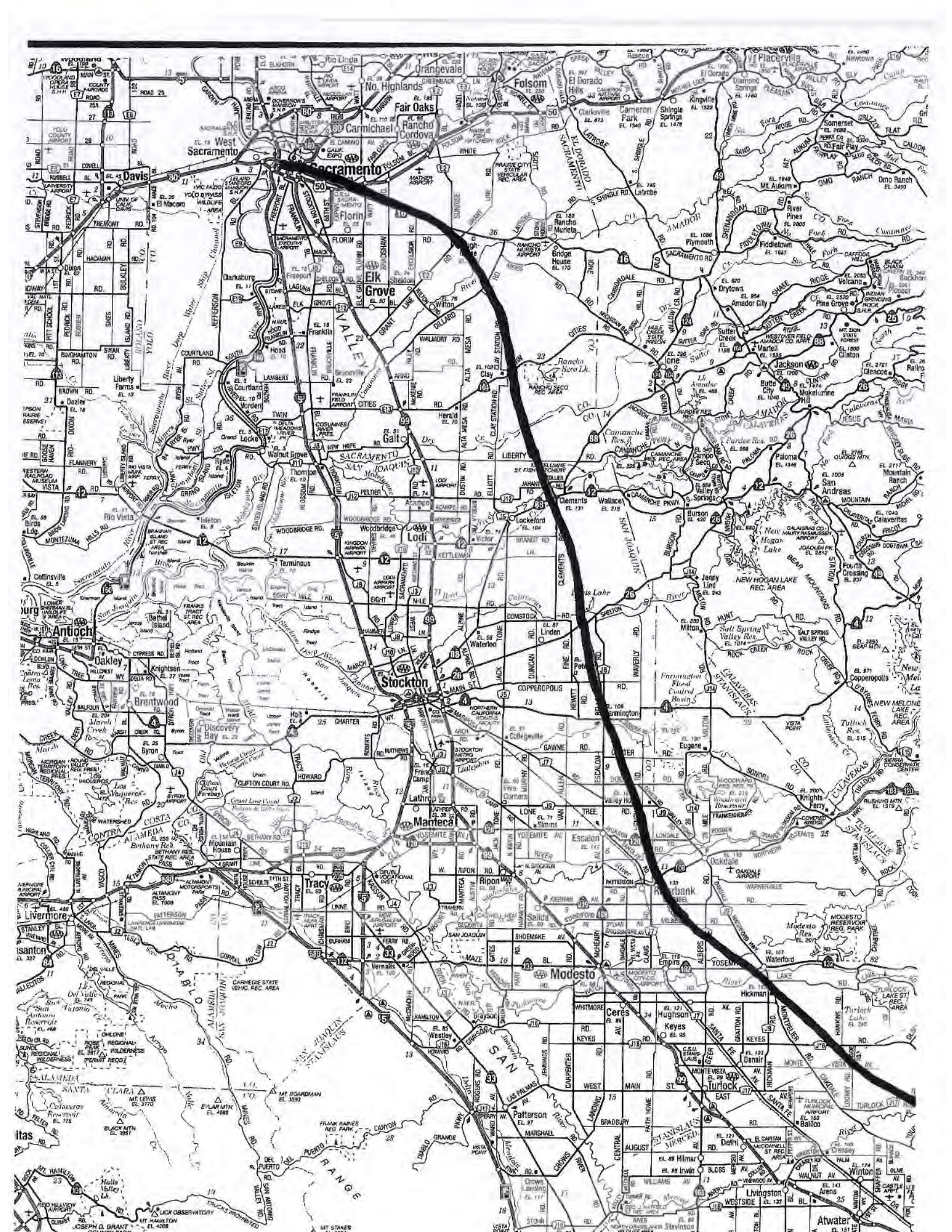
Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA

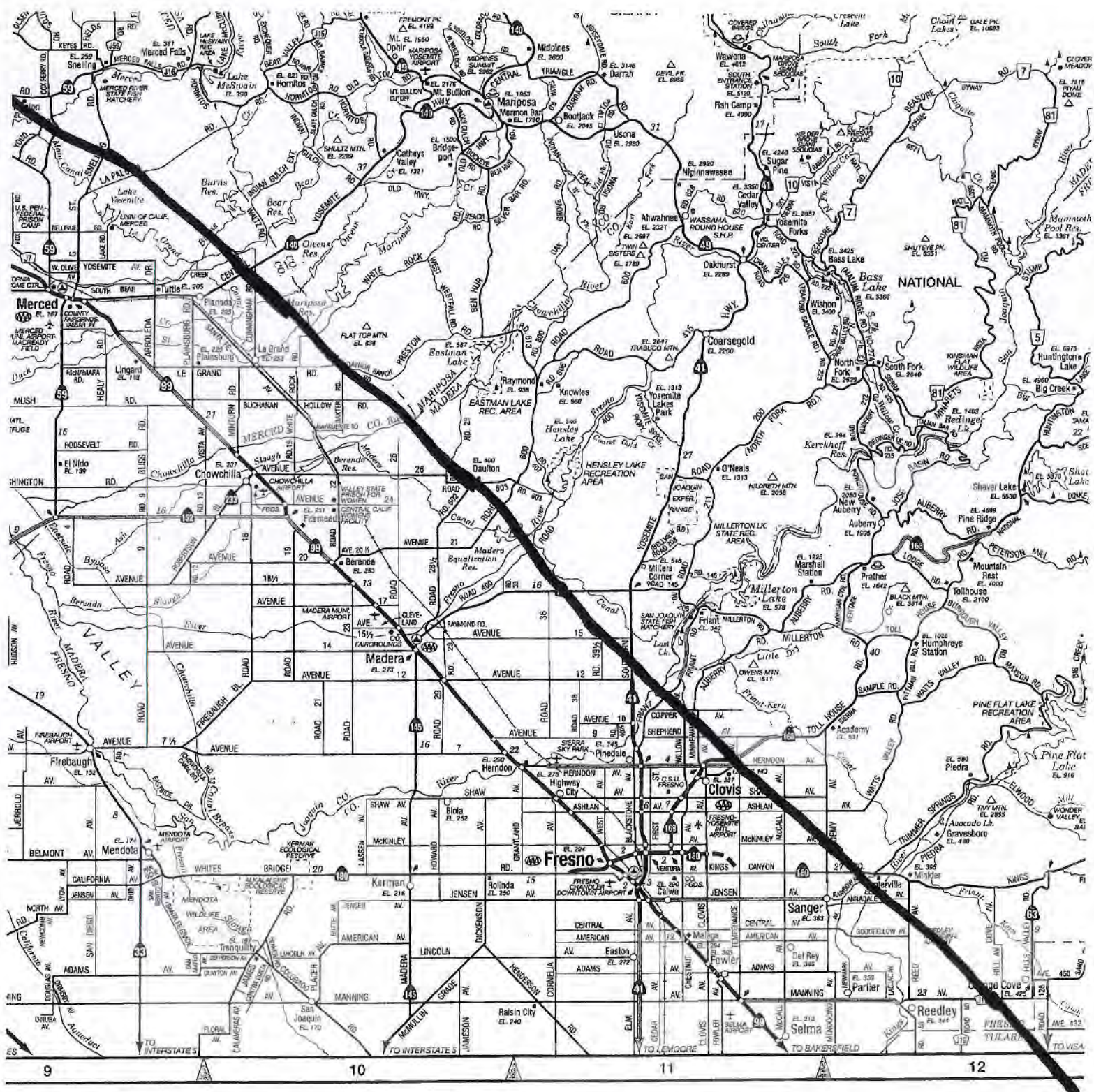
☐ March 25, Fresno CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

PART I. Maps for greenfield alignment. Will
email additional information.





New ↑
Route

Kris Livingston

From: Keith Ensminger [keith@kramertranslations.com]
Sent: Thursday, March 19, 2009 7:50 AM
To: HSR Comments
Subject: Bakersfield to Merced-Follow up to maps I left
Attachments: Web Quotes.doc; Hwy 65-Governor-1-06.doc; PC_20010209_agenda[1].pdf

Dear Beverly and the High Speed Rail Authority,

I enjoyed meeting you in Merced Wednesday evening March 18, 2009. I hope you had a save trip to Bakersfield to today's meeting and a back home to Sacramento. Like I mentioned, I believe aligning the high speed rail along what is known as the Hwy 65 extension or proposed Eastside Freeway would benefit regional transportation. We could leverage construction costs of the high speed rail with the Hwy 65 extension and avoid costly property purchases and subsequent demolition of homes and businesses through urban areas. The elevated expressways currently planned for urban areas will become the predominate skyline in many cities. The elevated structures have the potential to create much more tragic and deadly accidents if trains were to fly 40 feet through the air before landing on the ground.

I am sending 3 attachments.

- Web Quotes.doc are sections from various web sites that discuss the Hwy 65 extension and potential benefits for regional transportation and high speed rail. I include links to the entire articles.
- Hwy 65-Governor.doc is a letter I sent to Governor Schwarzenegger in January 2006 about this issue.
- PC.pdf is agenda for the Tulare County Board of Supervisors. Item 5 b on page 2 shows a report the Hwy 65 extension the call the "Scenic Route", and it would be a beautiful route through the valley. I'm sure you could find the transcripts of this item from Tulare County.
- A rail link to a maintenance facility at the former Castle Air Force could be designed.

Please add my comments and the attachments to the maps I left with you yesterday in Merced. Again, I appreciate the opportunity to submit my comments about the proposed high speed rail project. Please let me know if you have any questions.

Kind regards,

Keith Ensminger
Kramer Translation
893 Massasso St.
Merced, CA 95341
209-385-0425 tel
209-385-3747 fax

1. <http://www.cahighways.org/065-072.html>

According to the Fresno Bee, 2001-02-04:

In a major indicator of the tremendous growth projected for California, the state Department of Transportation has begun considering a third north-south highway corridor through the San Joaquin Valley -- a route across the citrus groves and scenic pasture land near the Sierra foothills.

Saying it must plan today for tomorrow's traffic in a state expected to reach a population of 49 million by 2025, Caltrans is studying the possibility of a 54-mile highway from Exeter in Tulare County to Route 152 in Madera County.

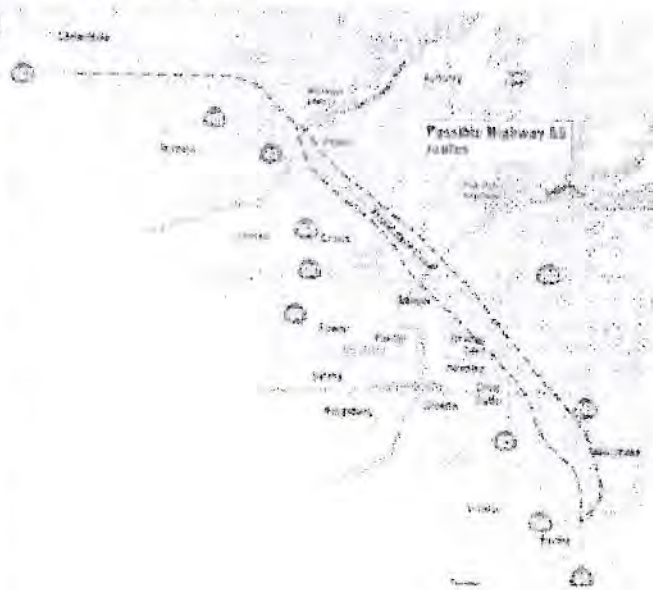
The route would stretch existing Route 65, which runs from Bakersfield to Exeter, far to the north across five Sierra rivers and five state highways. It would pass near towns such as Sanger, Orange Cove, Clovis and Friant.

Caltrans' goal, however, would be to provide relief for the huge increases in traffic projected in years ahead on Highway 99. If the new Highway 65 comes to pass, the state will eventually buy thousands of acres of right-of-way for a route that could, in decades ahead, become a long-haul California freeway.

Presently, Caltrans is studying only the link from Tulare County to Madera County. Yet the long-range goal is to close a 220-mile gap from Exeter to Rocklin, along I-80 northeast of Sacramento.

Caltrans planners say Highway 65 could begin as a two-lane route or a four-lane expressway, then expand to a foothill freeway. The vision, officials say, is similar to the long-distance I-5 corridor along the Valley's west side with interchanges every few miles.

According to the Fresno Bee in early 2007, there were talks about resurrecting this freeway route. A state-funded master plan for the San Joaquin Valley includes a proposed north-south highway along the Sierra foothills. The so-called Foothill Freeway (the Route 65 extension linking Exeter to Chowchilla, which has existed only on paper since 1959) is being discussed by Fresno and Madera county planners as a way to ease congestion on Route 99, and to connect future growth hot spots such as southern Madera County's Rio Mesa area and Fresno County's Millerton New Town. Caltrans last produced a study six years ago but set it aside in the face of environmental



opposition and mixed reactions from local government leaders. The proposal is "still officially inactive" but could be brought back if a consensus emerges from the current San Joaquin Valley Blueprint effort, in which planners and other leaders are trying to define a vision for the Valley at midcentury. Fresno city planners are proposing that Route 65 be part of a beltway incorporating some form of mass transit as well as highways; this loop would encircle Madera and the Fresno-Clovis metropolitan area, and would include land use policies to encourage high-density development on major transit corridors within the loop while preserving farmland elsewhere.

The state's 1959 plan called for Route 65 to extend from its current end north of Exeter in Tulare County to Rocklin in Placer County, northeast of Sacramento. The route was supposed to run north to the east side of Sacramento and on through to I-80 in northeast Roseville. In the Sacramento area, the state brought up much of the right of way in the late 1960s and early 1970s. In November 1974, the Sacramento County Board of Supervisors killed Route 65 (and three other proposed freeways). In 1975, the California Legislature "buried" the plans for 65, but for some reason, resurrected the route in 1986. The 2001 study covered only the area between Exeter and Chowchilla, where the new highway would connect to an eastward extension of Route 152, with no route determination. The 2001 study focused on two wide and largely undeveloped corridors, one on each side of the Friant-Kern Canal near the base of the foothills. Costs at that time were estimated at \$671 million or \$763 million, depending on the corridor. If the route were revived, a new study would be required to determine an exact route; once approved, the counties and any cities along the route could alter their general plans to preserve needed right of way. However, this requires support of all of the region's local governments.

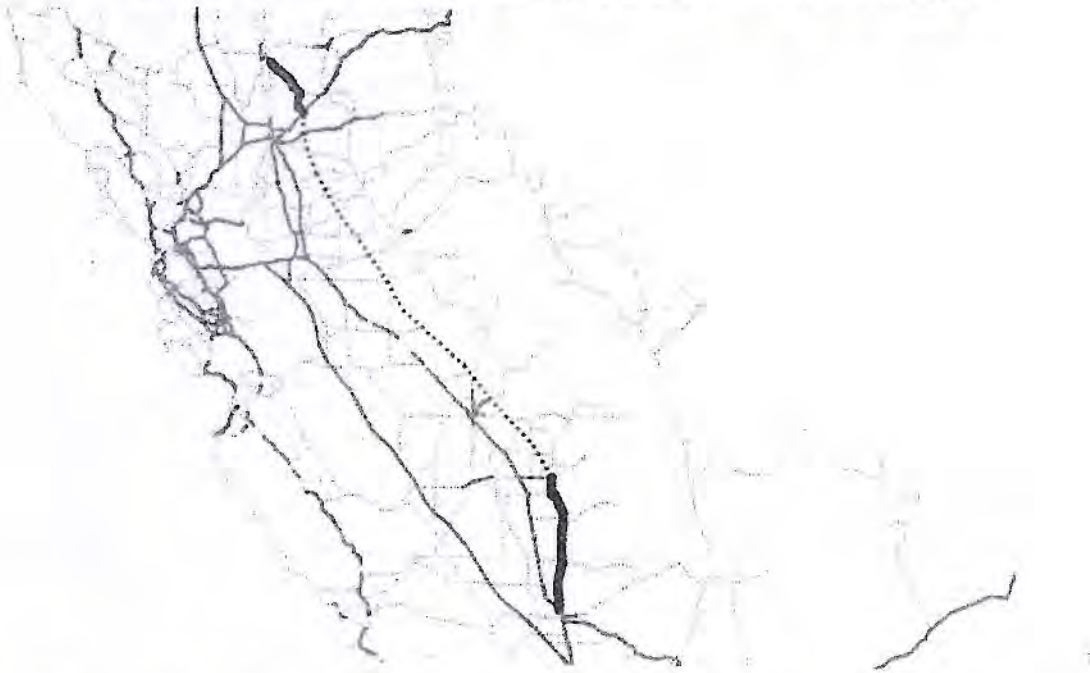
Note that both the northern and southern ends of Route 65 are currently slated for upgrade. Millions were recently approved from bond funding to build a long-planned and awaited freeway/expressway bypass of Lincoln, CA just north of Roseville (see the next segment of the route for details). To the south, there is a proposal to upgrade Route 65 to a four lane expressway (a.k.a "Terra Bella" Expressway) in Tulare and Kern Counties (see above).

2. <http://www.aaroads.com/high-priority/corr30.html>

California 65: The Eastside Highway

California 65, dubbed the "Eastside Highway" in comparison to Interstate 5, the "Westside Highway," is being considered for completion between Exeter and Roseville as a four to six lane controlled access freeway. This highway would provide relief to congested Interstate 5 and California 99 through the Central Valley. The following is an article ("Caltrans studies the possibilities of a new north-south highway for the Valley to fight congestion") by Jim Wasserman in the February 4, 2001 edition of the *Fresno Bee*. California 65 would initially be a 54-mile highway from Exeter in Tulare County to California 152 in Madera County. The goal of this extension of California 65 would be to prevent traffic gridlock on California 99.

3. http://en.wikipedia.org/wiki/California_State_Route_65



4. http://www.californiaprogressreport.com/2008/10/on_the_line_wes.html

East side bypass is better

The reasons for my choosing an east side bypass for all BNSF and express high-speed trains are several.

To reiterate what was mentioned about the proposed Metro Rural Loop plan in my previous editorial, "As a new regional form for our part of the Valley using transportation and land use design – Metro Rural Loop would develop around a wheel and spoke system of wide, high-capacity transportation corridors along expanded State Routes 99, 41, 180, and 168, and newly aligned and extended State Routes 65 and 145. It would provide for rail, light rail, busways, high occupancy vehicle (HOV) lanes, auto, truck traffic, and bikeways and trails." This was from the Spring 2007 Fresno County Council of Governments' "COG OUTLOOK" newsletter on page 3. Adjoining both the high-speed rail line and the BNSF Railway to the proposed State Route 65 extension, which would extend from the junction of SRs 65 and 198 in Tulare County near the town of Exeter to north of Madera near Chowchilla where the SRs 99 and 152 junction is (a map would be helpful), would put the BNSF east of town, is viable and feasible if the highway 65 extension option of the proposed MRL plan should come to fruition. As long as land would be set aside for highway construction, piggybacking the BNSF and high-speed rail line for express trains onto this, the whole package should be easier to advance because of the more favorable and far less destructive impacts it would presumably have.

The second reason I favor this approach is that an active rail line already exists from near where the BNSF already has its main Calwa (Fresno) rail yard, out to near Sanger (east of Fresno) and in addition, the BNSF has track that juts off of its existing Calwa Yard to the east. There is no such trackage to the west other than from the junction of the Union Pacific where the west side line branches off the mainline, but this would require the BNSF and the high-speed rail line to occupy the UP right of way, which in the latter case brings us right back to where we started and that is to put all three railroads onto the UP alignment. Once near Sanger, the proposed new "east side line" adjoining the proposed new highway 65 extension, could run adjacent to the 65 extension in this location (the high-speed line presumably running alongside this highway from a point farther south, say from near Visalia) and in fact at this location the brand-spanking "new" transportation corridor would be configured in a northwesterly-southeasterly arrangement (once again, a map would be helpful). Somewhere near the 99 and 152 junction in Madera County, the hsr line would separate – one section would take a northerly-southerly path to tap Merced (and ultimately Sacramento after that), while the second section would take an easterly-westerly trajectory to reach Pacheco Pass before heading north to San Francisco. A tad east of this same anticipated 99/152/65 connection, the BNSF would be able to tie back into its existing line quite near this location as this is where its current line already resides.

And finally, assuming the highway 65 extension – which if approved would be a regional project to presumably benefit Tulare, Fresno and Madera counties by presumably diverting some traffic away from highway 99 or in other words be a highway bypass – were to come to pass, this entire undertaking would be of a regional scope involving all three counties. The land the highway - and presumably the rail lines as well (I know I used the word "presumably" a lot) - would be located in a rural section of Fresno County to the east of the city hugging the western foothills of the Sierra Nevada Mountains. This to me would have much less agricultural impact than the bypass to west as was brought to the fore in the Bee op-ed, and just flat-out makes sense.

.....

893 Massasso St.
Merced, CA 95340
209-385-0425 tel
209-385-3747 fax
keith@thailinguist.com

Kramer Translation

January 2006

Dear Governor Schwarzenegger,

I'm pleased you want to upgrade California's transportation infrastructure. Please consider building an eastside Interstate through the Central Valley, called the Hwy 65 extension instead of pouring funds into upgrading Hwy 99. We could combine the high speed rail corridor and the Hwy 65 extension and leverage construction costs of both to reduce the overall costs for each route. The extension is basically the old road before the railroad and would be the eastern artery though the valley linking Marysville and Bakersfield.

We had an informative land use seminar in Merced a few weeks back where one presenter showed various growth scenarios. The Hwy 65 Extension showed we could evenly spread growth patterns across the Central Valley. The extension would follow Hwy 65 to Porterville and Visalia. It could travel through eastern Clovis and cross the San Joaquin River at Hwy 41. The route would follow the Merced/Mariposa county line and offer an eastern access to UC Merced, Modesto and Stockton. Regional bus service could transfer high speed rail passengers to Madera, Merced, and Modesto similar to the Amtrak transfers in Bakersfield for southbound passengers. Eastern Sacramento traffic flows would significantly improve between Hwy 50 and Interstate 80 with a Folsom to Rocklin link of Hwy 65. We could realize huge savings with an eastern high speed rail because we would not need the urban over or underpasses across the high speed rail tracks. The route is already in place from Marysville to Lincoln and Bakersfield to Porterville.

Current Hwy 99 traffic flows would stabilize and probably improve as various links on Hwy 65 are completed. The extension would create beltways around Visalia, Clovis/Fresno and Sacramento, beltways that are common in eastern cities like Atlanta, St. Louis, Cleveland, Washington, D.C and Philadelphia. Studies show that air pollution is most pronounced around roads with heavy traffic flows, and the hwy 65 extension would disperse traffic patterns across the Central Valley.

I encourage you learn more about the Hwy 65 Extension and hopefully you'll become a proponent of the route because of the economic and health benefits the Hwy 65 extension will offer central California.

Keith & Marisa Ensminger
Your Language Solution

.....

A G E N D A

TULARE COUNTY PLANNING COMMISSION
COMMISSION MEETING ROOM
5961 S. MOONEY BLVD
VISALIA, CA 93277
FEBRUARY 14, 2001

NOTE:

Information concerning the following agenda items is available for public consideration during normal working hours at the Resource Management Agency, Permit Center, 5961 S. Mooney Blvd., Visalia, California. The staff will assist in answering questions. For further information about the Planning Commission see last page.

All public hearings are scheduled for certain times, or as soon thereafter as the matter can be heard. All non-timed items will be considered following the public hearings or when time permits.

Persons wishing to speak on any of the agenda items who have made a political contribution of more than \$250 to any commissioner in the last twelve months must indicate this when speaking.

Meeting Date: Wednesday, February 14, 2001

Time: 9:00 a.m.

PLANNING COMMISSION

1. ROLL CALL
2. PUBLIC COMMENT

At this time, members of the public may comment on any item not appearing on the agenda. Under state law, matters presented under this item cannot be discussed or acted upon by the Planning Commission at this time. For items appearing on the agenda, the public will be invited to make comments at the time the item comes up for Planning Commission consideration. So that all interested parties have an opportunity to speak, any person addressing the Planning Commission may be limited at the discretion of the chair. (NOTE: In order to be considered by the Planning Commission, testimony on Public Hearing items must be given at the time scheduled for the public hearing.) At all times, please use the microphone and state your name and address for the record.

3. APPROVAL OF MINUTES - There are no minutes for adoption at this time.

4. **CORRESPONDENCE/GENERAL INFORMATION** - *Items for information and discussion only; no action required.*

- (A) Notice of Review for the Kings County Draft Dairy Element of the Kings County General Plan. Contact: George Finney, 733-6291.

5. **DIRECTOR'S REPORT**

- (A) Summary of Board of Supervisors' meetings of January 30, February 6, and 13, 2001.
- (B) Fresno Bee newspaper article, "Scenic Route," dated February 4, 2001.

6. **CONSENT CALENDAR** - *Action on all items in this section will be taken with one motion and vote, unless anyone wishing to discuss any one of these items requests that it be pulled from the consent calendar and held over for such discussion. The Consent Calendar is an untimed item and may be taken up at any time during the course of today's meeting, as time allows.*

STATUS REPORT

- (A) PSP 99-085
John and Ione Leland

Six Month Review: A Special Use Permit establishing parking, storing, and washing of up to eight semi-truck cattle trailers on a five-acre site in the AE-40 (Exclusive Agricultural - 40 acre minimum) Zone, on property located on the north side of Avenue 228, one-quarter mile east of Road 140, three miles east of the City of Tulare. Contact: Brenda Reynolds, 733-6291.

- (B) PMR 91-001
Louis Shan King

Annual SMARA Inspection: A Surface Mining and Reclamation Plan for the excavation of sand within the banks of Deer Creek on a total of eight acres on property located approximately 3/4 mile south of Avenue 112, 1 1/2 miles west of Highway 65, near Terra Bella. Contact: Marvin Demmers, 733-6291.

- (C) PMR 91-002
Porterville Ready Mix/James Winton & Assoc.

Annual SMARA Inspection: An Amendment to a Surface Mining and Reclamation Plan for the excavation of sand from the Tule River on a nine acre

area of the river bed and an adjoining 15.5 acre area east and adjacent to the river. The site is located north of Avenue 152, west of Porterville. Contact: Marvin Demmers, 733-6291.

(D) PMR 94-003
Tulare County Public Works (Hershey Pit)

Annual SMARA Inspection: A Surface Mining and Reclamation Plan for the excavation of sand and gravel with reclamation to consist of revegetation of mined slopes. The site is located on the north side of Avenue 128, about 1/4 mile east of Road 120, adjacent to the south side of the Lower Tule River Irrigation Canal, about two miles southeast of Tipton. Contact: Marvin Demmers, 733-6291.

(E) PMR 94-004
Tulare County Public Works (Galasso Pit)

Annual SMARA Inspection: A Surface Mining and Reclamation Plan for the excavation of sand and gravel with reclamation to consist of revegetation of mined slopes. The site is located one mile north of Avenue 112, about 1/2 mile east of Road 224, two miles southwest of Porterville. Contact: Marvin Demmers, 733-6291.

Action on Consent Calendar:

7. NEW PUBLIC HEARING

(A) PZ 00-006
Kim A. Oviatt/Forester, Weber, & Assoc.

Hearing set for 9:30 a.m.

A Change of Zone from the A-1 (Agricultural) Zone to the R-2 (Two Family Residential) Zone (or to any other zone or combination of zones considered or found by the Planning Commission and/or Board of Supervisors to be appropriate and consistent with the General Plan), on a seven acre portion of a 24.02 acre parcel. The site is located on the east side of Road 72, approximately 600' north of Avenue 308, Goshen. Contact: Cindy Wyalda, 733-6291.

Action:

8. **ITEM FOR DISCUSSION AND REVIEW** - *The following item(s) are not public hearings; therefore, comments from the public may only be entertained at the direction of the chairman or at the time set aside for public comment.*

- (A) PSP 95-055
Yvonne Langton
(New owner: Mark Vander Poel)

A request for a one year extension of time to allow the establishment of a new dairy on approximately 1/9 acres of a 232 acre subject site in the AE-20 (Exclusive Agricultural - 20 acre minimum) Zone on property located on the west side of Road 140, north of Avenue 192, east of Tulare. Contact: Roberto Brady, 733-6291.

Action:

8. **ADJOURNMENT:** Adjourn the meeting of the Tulare County Planning Commission to reconvene on March 14, 2001, at 9:00 a.m., at the Commission Meeting Room, 5961 South Mooney Blvd., Visalia, California.



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Name (please print): FARLEY City: _____ State: _____ Zip: _____
Title (if applicable): _____ Phone: _____ Fax: _____
Organization/Business (if applicable): _____ E-mail: _____
Address: _____

Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA

☐ March 25, Fresno CA ☐ March 26, Bakersfield, CA

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

CHOWCHILLA -

SINCE THE TRAIN WILL HAVE
TO SLOW DOWN FOR THE
TIGHT RADIUS AT CHOWCHILLA,
CAN A STATION BE ADDED.
CALL IT THE YOSEMITE
STATION. REMEMBER YOU
CAN GET TO YOSEMITE
THROUGH RAYMOND CALIF
CHOWCHILLA → RAYMOND
→ COARSEGOLD → OAKHURST
TO SOUTH GATE



Thank you for attending today's meeting. The purpose of the scoping process is to provide government agencies and the public the opportunity to help identify possible issues, the overall scope and focus, and alternatives for consideration in the environmental review. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 10, 2009.

Meeting Date/Location

☒ March 18 - Merced ☐ March 25 - San Jose ☐ March 26 - Gilroy

Name (please print): Kim Forrest City: Los Banos State: CA Zip: 93635
Title (if applicable): Refuge Manager Phone: 209/826-3508 Fax: 826-1445
Organization/Business (if applicable): U.S. Fish & Wildlife Email: Kim_Forrest@fws.gov
Address: P.O. Box 2176, Los Banos, CA 93635

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Comment (please write clearly):

- ① The EIS says that there will be no stop in Los Banos (western Merced County). How can that be assured, that a stop won't ever be built? The explosive growth that a stop there would cause would destroy the rural & conservation values of the area.
- ② The EIR states 10000 ac. of mitigation lands would be purchased. However, speculators & developers are buying the land already, & landowners are already refusing to sell conservation easements to FWS because they are hoping for skyrocketing land values. The idea that you can ^{be successful} buy easements is sheer speculation & highly unlikely.
- ③ The USFWS has provided in-depth comments in 2004 & 2007 - how come they aren't on your website?

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team members, mail, or e-mail it to us at comments@hsr.ca.gov by close of business on

April 10, 2009. In addition, you may comment verbally to the court reporter today.

The comment period ends close of business on April 10, 2009.

④ The Altamont route is MUCH less environmentally damaging than Pacheco Grasslands, And much more needed!

Fold and Tape Completely Before Mailing



CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY



U.S. Department
of Transportation
**Federal Railroad
Administration**

Merced-to-Bakersfield Scoping Comment Form

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Name (please print): Mr & Mrs Franny City: Merced State: CA Zip: 95340
 Title (if applicable): _____ Phone: _____ Fax: _____
 Organization/Business (if applicable): _____ E-mail: _____
 Address: 1272 W. 22nd St

Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA
☐ March 25, Fresno CA ☐ March, 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.
 Please write clearly.

This is a terrific project to
create job & save environment but
the reality of money is such
a big issue. Will we long time
home owners be taxed out of
existence?



CALIFORNIA
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U.S. Department
of Transportation
**Federal Railroad
Administration**

Merced-to-Bakersfield Scoping Comment Form

The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation measures, and environmental subject areas deserving attention.

Name (please print): Diana Franklin City: Merced State: CA Zip: 95343
 Title (if applicable): Student Environmental Engineering major Phone: (949) 939-0418 Fax: _____
 Organization/Business (if applicable): UC Merced E-mail: dfranklin@ucmerced.edu
 Address: 144A Kings Hall 5200 N. Lake Rd., Merced, CA / or 35701 Abelia St, Murieta, CA, 92562
 Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA
☐ March 25, Fresno CA ☐ March 26, Bakersfield, CA
☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.
 Please write clearly.

I have a suggestion that students (Engineering) at the University California, Merced possibly intern with various departments depending on the specific major. This would be a great way for students to connect with their community as this project will exist in Merced. Please email or call me if your department or company ~~could~~ could benefit from bright UC student help.



Thank you for attending today's meeting. The purpose of the scoping process is to provide government agencies and the public the opportunity to help identify possible issues, the overall scope and focus, and alternatives for consideration in the environmental review. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 10, 2009.

Meeting Date/Location

☒ March 18 - Merced ☐ March 25 - San Jose ☐ March 26 - Gilroy

Name (please print): Jeff Freitas City: Merced State: Ca Zip: 95340

Title (if applicable): Teacher / Former Engineer Phone: 209-617-9563 Fax: _____

Organization/Business (if applicable): _____ E-mail: freitas.jeff.s@gmail.com

Address: 459 W. 25th St., Merced, Ca

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Comment (please write clearly):

Investigate the opportunity to use Google Earth/Maps for public outreach & feedback, the possibilities are only limited by imagination and interaction.

Example: You could post preliminary ~~align~~ alignments on google Earth, then solicit public comment.

Comments could be located geographically - giving the public an opportunity for input and giving the HSR group a valuable ~~pl~~ planning tool. If you receive viral response either negative or positive aspects of the plan, you could avert public outcry by ~~changing~~ making adjustments early on or receive acclaim for unprecedented public input.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team members, mail, or e-mail it to us at comments@hsr.ca.gov by close of business on April 10, 2009. In addition, you may comment verbally to the court reporter today. The comment period ends close of business on April 10, 2009.

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Name (please print): TOM FREUND City: FRESNO State: CA Zip: 93727
 Title (if applicable): V. PRES. Phone: (559) 285-8251 Fax: (559) 485-9063
 Organization/Business (if applicable): TRIF CONSOLIDATORS E-mail: TOM.FREUND@NA.NYKLOGISTICS
 Address: 8737 E. CENTRAL AVE DEL REY, CA. 93616 CA
 Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA
☒ March 25, Fresno CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

VERY EXCITED ABOUT HIGH-SPEED RAIL.
I'm a PROPERTY OWNER @ "G" ST. & INTO
VACANT LOT 1/4 ACRE.

WOULD PREFER FRESNO STATION SOUTH OF BALL-PARK



April 10, 2009

Ms. Carrie Pourvahidi, Deputy Director
Merced to Bakersfield
High Speed rail Authority
925 I Street, Suite 1425
Sacramento, CA
95814

RE: Merced-to-Bakersfield HST

Dear Ms. Pourvahidi,

On behalf of the Board of Directors of the Merced County Economic Development Corporation (MCEDCO) we are pleased to express our support for the continued progress of establishing high speed rail service through California's Central Valley. High speed rail offers an important link from Merced County to northern and southern metropolitan areas and will contribute to regional wealth and enhanced prosperity.

While the proposed transportation service addresses myriad social and environmental issues MCEDCO is primarily concerned with the new investment and employment generated by the project and sustainable economic development for the cities and county of Merced. In addition to direct employment for construction, new business investment induced by the improved transportation access will add new property assessment and an expanded array of business and consumer services. Property and sales tax revenue from these enterprises will support local public services. New businesses will hire from the local workforce to help address a chronic unemployment situation and the multiplier effect will extend the benefits as more local residents obtain lucrative new positions.

The progressive attitude and capital investment of the High Speed Rail demonstrates to the world that the central valley is a region that can and will accommodate investment and technological innovation. Expediting the service is vital to dispelling misconceptions about the area. A state of the art transportation system complemented by new business investment and employment growth clearly indicates that the Merced county region and California Central Valley and its communities are positioned well for future opportunities.

Thank you for the opportunity to support this critical economic development project. Please do not hesitate to contact this office if you have any questions or require elaboration.

Sincerely,

A handwritten signature in dark ink, appearing to read "Scott Galbraith", is written over a horizontal line.

Scott Galbraith, CECD
President/CEO

Copy MCEDCO Executive Committee



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U.S. Department of
Transportation
Federal Railroad
Administration

Merced-to-Bakersfield Scoping Comment Form

The purpose of the scoping process is to identify public and agency concerns focus on the environmental documents, and ensure the comments will be incorporated in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process will help identify project impacts, alternatives, mitigation measures, and environmental subject areas deserving attention.

Name (please print): Garold D. Giersch City: Madera State: CA Zip: 93638
 Title (if applicable): Vice President Phone: (559) 673-5981 Fax: (559) 675-3544
 Organization/Business (if applicable): Giersch & Associates E-mail: office@gai-online.com
 Address: 421 N. I Street

Mailing Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA
☐ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.
 Please print clearly:

1. Location of the HSR in Chowchilla violates the master plan of the City.
2. A maintenance facility should be located at the junction of the west & north projection in the Chowchilla area could be south of SR152. The location planned at Ave.24 is not acceptable.
3. HSR through the City will separate the west side from the east side and cause miles of travel to go from east to west.
4. There is no reason for the line to go through Chowchilla.
5. How can grade separations be constructed with high speed trains traveling through the City with no stop sites?
6. Will the environmental reports address all the City Master Plans and conflicts with growth? conflicts with growth?
7. How will HSR benefit the people of Chowchilla?
8. How do you claim the number of users from Chowchilla that would use HSR?
9. What are the benefits considering that the HSR will not serve workers traveling from Chowchilla to Merced; to Madera; to Fresno daily on the work force? Where are the benefits for the citizens of Chowchilla? What will the average family pay for the HSR in California?



Thank you for attending today's meeting. The purpose of the scoping process is to provide government agencies and the public the opportunity to help identify possible issues, the overall scope and focus, and alternatives for consideration in the environmental review. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 10, 2009.

Meeting Date/Location

☒ March 18 - Merced ☐ March 25 - San Jose ☐ March 26 - Gilroy

Name (please print): GOPECK I City: MERCED State: CA Zip: 95340

Title (if applicable): _____ Phone: _____ Fax: _____

Organization/Business (if applicable): _____ E-mail: _____

Address: _____

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Comment (please write clearly):

my wife & I are very excited about the project! We both hope that the maintenance hub will be at Castle AFB, as was initially proposed. The prospect of the growth & job generation that this would bring was one of the reasons we decided to move out to Merced from San Francisco.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team members, mail, or e-mail it to us at comments@hsr.ca.gov by close of business on April 10, 2009. In addition, you may comment verbally to the court reporter today.

The comment period ends close of business on April 10, 2009.

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Authorized for submittal
KAG 3/18/2009

Ruth Sellers

From: "Trudy" <trudyw@sti.net>
To: "Ruth Sellers" <ruths@sti.net>
Sent: Monday, March 16, 2009 3:13 PM
Subject: TIE submissions for the March 18th scoping meeting

Kenneth A. Hartig
Executive Director,
Transportation Involves
Everyone (TIE)

Transportation Involves Everyone (TIE) submits the following excerpts from *The California High Speed Rail Proposal: A Due Diligence Report*, written by Wendell Cox and Joseph Vranich, which point out variances from known data regarding specific issues of the proposed California High Speed Rail project. Mr. Vranich is the past President/CEO of the High Speed Rail Association in the early 1990s.

P.O. Box 167
Milpines, CA
95345

Air Passenger Diversion

"CHSRA projections indicate that HSR would attract from approximately 60 percent to 95 percent

of the combined Los Angeles–San Francisco Bay area HSR-air market in 2030, which represented

nearly one-half of air travel within the HSR markets in 2005.406

"The air-diversion estimates are all exceedingly optimistic. No high-speed rail system achieves such

market dominance in any strong market of similar distance or travel time. Even in the Tokyo–Osaka market served by the Bullet Trains, the HSR share of the air and HSR market is a considerable 80 percent, but that is with far higher driving costs (including high tolls), higher air fares and a pre-existing strong conventional rail market. It is also considerably higher than the Paris–Marseille market (similar in distance to San Francisco–Los Angeles) at 65 percent."

CO2

"The impact of HSR on GHG reduction is both inconsequential and costly. The cost per ton of reducing CO2 by HSR is exorbitant—projected by this Due Diligence Report to be between 39 and

201 times the IPCC ceiling of \$50. Based upon CARB projections, HSR appears to be an inordinately costly CO2 emission reduction strategy and cannot be legitimately included as an element of a rational strategy for reducing GHG emissions.

"In view of the under-estimation of automobile fuel economy and the untenable traffic impact projections in the statewide traffic analysis, CHSRA's claims are considered specious. There is a need for an objective, independent assessment of HSR's CO2 impacts, including both operations and construction. Until such an analysis is completed, CHSRA should cease making any statements about CO2 or other air quality impacts."

Costs and Revenue

"To determine a more realistic construction cost estimate, it should first be noted that capital costs

have risen 50% to \$49.0 billion in 2008\$ (or \$45.4 billion in 2006\$) at the same time the Oakland–

East Bay–San Jose line (referred to as the “Missing Phase” in this report) has been dropped from

the plan. It is estimated that including the Missing Phase would raise the cost to \$54.3 billion (2008\$), based upon CHSRA projections. The system, including Phase I, Phase II and the Missing

Phase is likely to escalate in costs to between \$65.2 billion and \$81.4 billion (2008\$). Additional

segments, referred to as the “Implied Phase” (Altamont Pass, Anaheim–Irvine and the Dumbarton

Bridge over lower San Francisco Bay) would raise costs even further."

Ridership

"It appears that the CHSRA 2030 ridership projections are absurdly high—so much so that they

could well rank among the most unrealistic projections produced for a major transport project

anywhere in the world. Under a passenger-mile per route-mile standard, the CHSRA is projecting

higher passenger use of the California system than is found on the Japanese and French HSR

networks despite the fact that these countries have conditions that are far more favorable to the use

of HSR.

"The CHSRA's ridership projections reflect assumptions contrary to actual experience, forecasts

inconsistent with independent projections, load factors and other calculations that are highly

questionable, and reliance on extraordinarily low fares that are not found on similar systems.

The CHSRA has been increasing forecasted ridership over time and has issued a Base Projection of

65.5 million intercity riders and a High Projection of 96.5 million intercity riders for 2030. The

CHSRA ridership projections are considerably higher than independent figures developed for

comparable California systems in Federal Railroad Administration and University of California

Transportation Center at Berkeley studies.

"Using generous assumptions this Due Diligence Report projects a 2030 base of 23.4 million intercity riders, 64% below the CHSRA's base of 65.5 million intercity riders, and a 2030 high of

31.1 million intercity riders, nearly 60% below the CHSRA's high of 96.5 million. It is likely that

the HSR will fall far short of its revenue projections, leading to a need for substantial additional infusions of taxpayer subsidies."

In addition, TIE also submits the following comments:

1. No mention of the questionable Merced spur is made in the EIR --why not? It makes little sense that the high speed train would have to double back after visiting Merced in order to continue south.
2. VMT comparisons between Pacheco Pass and Altamont Pass show that Pacheco Pass has 1/3 the traffic of Altamont Pass. Greater congestion and potential for ridership relief exist with an Altamont alignment. Why were VMT comparisons absent from HSRA studies?
3. Condors from the Pinnacles Condor Repropagation Project have been spotted in the area of Pacheco Pass. Why was this sensitive species not discussed in the EIR?

4 For safety reasons, there should at least
600' separation between freight ~~an~~
trains and HST train operations.



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Merced-to-Bakersfield Scoping Comment Form

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Name (please print): Pete Halver City: Dublin State: CA Zip: 98456
 Title (if applicable): Division Manager Phone: 209 676 0583 Fax: 925 828 6392
 Organization/Business (if applicable): Northern California NECA E-mail: PETE@NORCALNECA.ORG
 Address: 6300 Village Parkway

Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☐ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.
 Please write clearly.

I am looking forward to the high-speed train project. Having served and lived in Germany I see the value in a high speed rail system.

As Division Manager for The Northern California Chapter, National Contractors Association, representing Alameda, Mariposa, Merced, Stanislaus, Tuolumne, San Joaquin and Calaveras Counties we have the electrical expertise and contractors that can help build this system safely, on budget and in a timely manner.

California needs this project to help get us back to work and focused on a future for all.



Thank you for attending today's meeting. The purpose of the scoping process is to provide government agencies and the public the opportunity to help identify possible issues, the overall scope and focus, and alternatives for consideration in the environmental review. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 10, 2009.

Meeting Date/Location

☒ March 18 - Merced ☐ March 25 - San Jose ☐ March 26 - Gilroy

Name (please print): Peter Halvor City: Dublin State: CA Zip: 98456

Title (if applicable): Division Manager Phone: 209 676 0583 Fax: 925 828 6392

Organization/Business (if applicable): Northern California E-mail: PETE@NORCALNECA.ORG

Address: 6300 Village Parkway, Suite 200

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Comment (please write clearly):

Northern California, National Contractors Association Electrical contractors are ready to help build this system with NECA/IBEW trained electricians in a safe, timely, and energy green manner.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team members, mail, or e-mail it to us at comments@hsr.ca.gov by close of business on April 10, 2009. In addition, you may comment verbally to the court reporter today.

The comment period ends close of business on April 10, 2009.

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Name (please print): DON E. HARRIS City: MERCED State: CA Zip: 95340

Title (if applicable): — Phone: 723-2512 Fax: —

Organization/Business (if applicable): — E-mail: —

Address: 2986 REDWOOD DR.

Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA

☐ March 25, Fresno CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

I'm 98% against C.H.S.R.A.
Why? 1. Likely a "son of Boston's 'Big Dig'". i.e.:
"Can't stop now, yes, over budget (\$'s) give more \$'s".
2. Who pays? (Taxpayers?)
3. What public transportation, in the U.S.A., does
not need never ending subsidies?



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Name (please print): PAUL HERMAN City: FRESNO State: CA Zip: 93711
 Title (if applicable): _____ Phone: _____ Fax: _____
 Organization/Business (if applicable): _____ E-mail: PHFRESNO@GMAIL.COM
 Address: _____

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☒ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

I believe it would be very beneficial if the Fresno station was aligned in Downtown Fresno between Gst and Hst and Mono Ave and Tulare Ave. Do whatever it takes to get the High Speed Rail alignment along Golden State Ave and Highway 99 on the Union Pacific Corridor. California can be the leading state in terms of High Speed Rail for the entire country. California has blazed many trails that other states and countries have followed in many public policies. Lets blaze another trail here for High Speed Rail in California. Keep up the good work!



Lee Higgins, PG
Environmental Project
Manager

**Chevron Environmental
Management Company**
6111 Bollinger Canyon Road
BR1Y/3484
San Ramon, CA 94583
Tel (925) 543-2365
Fax (925) 543-2323
leehiggins@chevron.com

October 27, 2009

Stakeholder Correspondence—California High Speed Rail Authority

Ms. Carrie Bowen
Regional Director
ATTN: Merced to Fresno HST Project EIR/EIS
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

**Subject: Comments for the Notice of Preparation of a Project Environmental Impact Report /
Environmental Impact Statement for a Merced to Fresno High Speed Train System**
Chevron Environmental Management Company
Historical Pipeline Portfolio—Bakersfield to Richmond

Dear Ms. Bowen:

Chevron Environmental Management Company (CEMC) recently became aware of the Notice of Preparation of a Project Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for a Merced to Fresno High Speed Train System (HSTS). The purpose of this letter is to notify stakeholders of the California High Speed Rail Authority as to the location of formerly active crude-oil transportation pipelines located along portions of the proposed high speed rail alignment (Figure 1). The intent is that the pipeline location information will be incorporated into future engineering and environmental documents associated with the HSTS.

In the early 1900s, Tidewater Associated Oil Company (TAOC) and Standard Oil (Standard) built pipeline systems to transport heavy crude oil from oilfields in the southern San Joaquin Valley to refineries in the San Francisco Bay Area. These pipelines were operated until the early 1970s when they were decommissioned. Currently, CEMC manages work associated with these historic pipelines.

Evidence of historic releases associated with the formerly active pipelines is sometimes identified during the course of underground utility work and other subsurface construction activities near the pipeline right of ways. Generally, residual weathered crude oil associated with TAOC's and Standard's historical pipeline operations can be observed visually; however, analytical testing is necessary to confirm that the likely source of the affected material is associated with these former pipelines. Analytical results from human health risk assessments performed by CEMC at several known historical pipeline release sites confirm that soil affected by the historic release of product from the pipelines is non-hazardous, and does not pose significant health risks.

CEMC's experience indicates that the potential exists for subsurface soil along and near the former TAOC and Standard alignments to be affected by undocumented residual weathered crude oil; however, encountering affected soil from these former pipelines should not delay the progress of the HSTS. CEMC requests to be informed of progress and updates associated with the HSTS project in the future. When it

Ms. Carrie Bowen – Regional Director
October 27, 2009
Page 2

becomes available, Chevron requests that Geographic Information System (GIS) data for the finalized HSTS alignment be provided. At your request, Chevron will provide GIS data that illustrates the location of the former TAOC and Standard pipelines along the Merced to Fresno HSTS segment.

For more information regarding the Historical Pipeline Portfolio–Bakersfield to Richmond alignment, please visit <http://www.hppinfo.com/>. If you have any questions, require additional information, or would like to request more detailed maps, please call SAIC consultants Tom Burns at (916) 979-3748 or Daniel Anzelon (858) 826-3316.

Sincerely,



Lee Higgins,

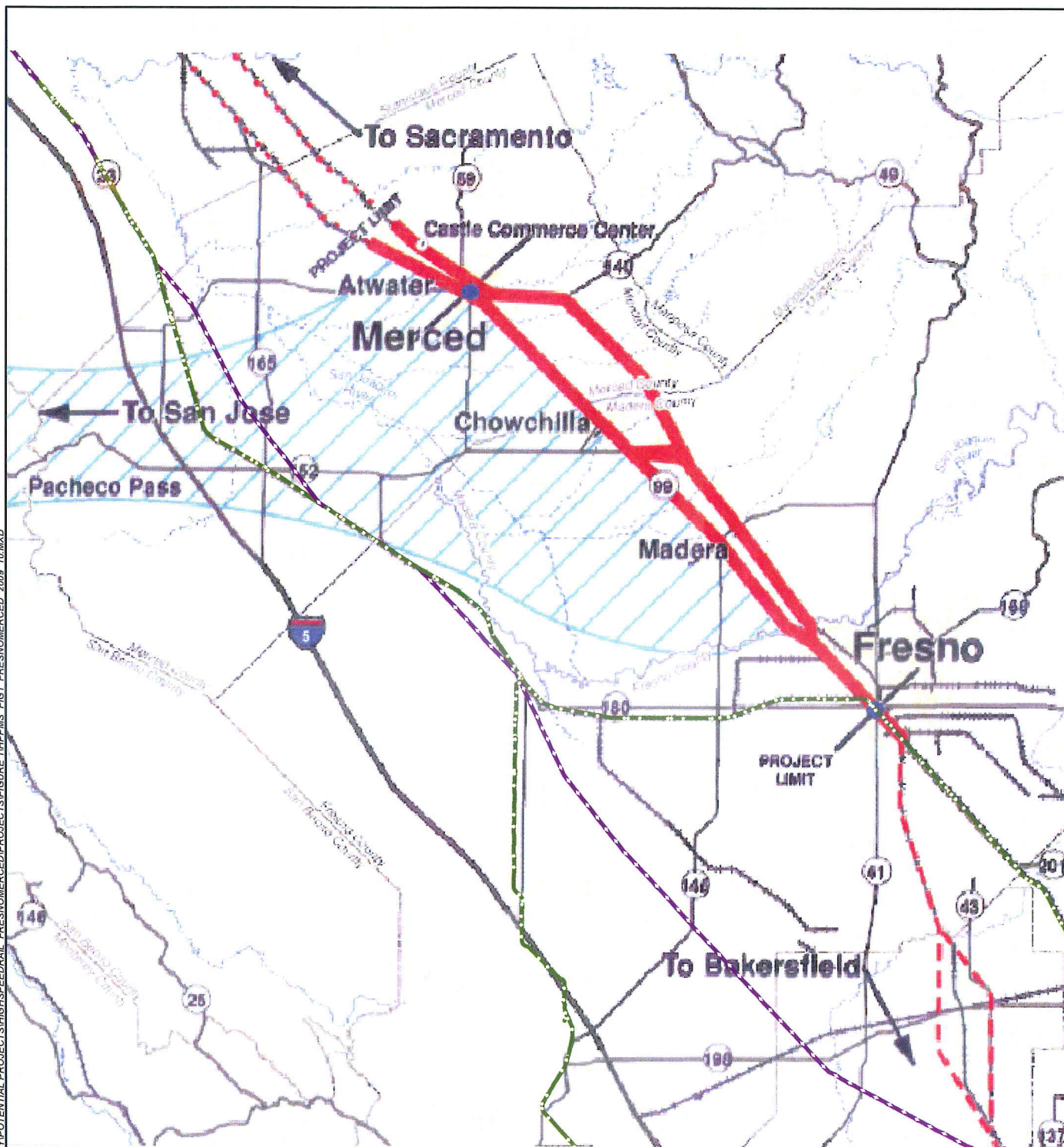
LPH/klg

Enclosures:

Figure 1. Historical Pipeline Alignments – Merced to Fresno High Speed Train System Segment

cc: Mr. Tom Burns – SAIC
3800 Watt Avenue, Suite 210, Sacramento, California 95821
Mr. Mike Jenkins – SAIC (letter only)
3800 Watt Avenue, Suite 210, Sacramento, California 95821
Mr. Mohamed Ibrahim – SAIC
3800 Watt Avenue, Suite 210, Sacramento, California 95821
Mr. Stuart Batstone – ARCADIS
3240 El Camino Real, Suite 200, Irvine, California 92602

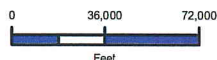
FILE: \\SAIC\GIS\CD\HPP\BTRMANAGEMENT\STRATEGY\POTENTIAL PROJECTS\HIGH SPEED RAIL_FRESNO\MERCED\PROJECTS\FIGURE 1\PPM5 FIG1_FRESNO\MERCED 2009 10.MXD



CALIFORNIA LOCATION MAP



- Historical Old Valley Pipeline (OVP)
- Historical Tidewater Associated Oil Company (TAOC) Pipeline



Map is a relative representation of current and historical data and should be verified for exact legal or underground work.

- Preferred HST Station
- HST Route Alternatives
- Fresno to Bakersfield HST Section
- Merced to Sacramento HST Section
- San Jose to Merced HST Range of Potential Connections
- Interstate System
- State Route
- Railroad
- River
- City Boundary

HISTORICAL PIPELINE ALIGNMENTS

MERCED TO FRESNO HIGH SPEED TRAIN SYSTEM SEGMENT

DATE: 10/27/2009 ANALYST: HOANGTA

FIGURE:

SAIC
From Science to Solutions

1



Thank you for attending today's meeting. The purpose of the scoping process is to provide government agencies and the public the opportunity to help identify possible issues, the overall scope and focus, and alternatives for consideration in the environmental review. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 10, 2009.

Meeting Date/Location

☒ March 18 - Merced ☐ March 25 - San Jose ☐ March 26 - Gilroy

Name (please print): Barbara Hoffman City: Merced State: CA Zip: 95341

Title (if applicable): President Phone: 209 384-3305 Fax: 209-722-1107

Organization/Business (if applicable): Hoffman Electronic Sys. E-mail: barbh@alarmwatch.com

Address: P.O. Box 879 Merced, CA 95341

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Comment (please write clearly):

This was a very informative session. All of the representatives were very knowledgeable in their areas. I'm sure many questions were answered thru this forum.
I think Castle (the old Air Force Base) offers many advantages as a maintenance facility site. My office is at the Castle complex and we would welcome the High Speed Rail as a neighbor.

B. Hoff

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team members, mail, or e-mail it to us at comments@hsr.ca.gov by close of business on April 10, 2009. In addition, you may comment verbally to the court reporter today. The comment period ends close of business on April 10, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Khang Huynh [khangh@yahoo.com]
Sent: Tuesday, March 31, 2009 12:18 PM
To: HSR Comments
Subject: high speed rail stop in Los Banos

Hi,

I would like to voice my option that I am in favor of a high speed rail stop in Los Banos. I would definitely move to Los Banos if I know there would be a stop there.

Thanks,
Khang



Thank you for attending today's meeting. The purpose of the scoping process is to provide government agencies and the public the opportunity to help identify possible issues, the overall scope and focus, and alternatives for consideration in the environmental review. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 10, 2009.

Meeting Date/Location

☒ March 18 - Merced ☐ March 25 - San Jose ☐ March 26 - Gilroy

Name (please print): BARBARA JAMISON City: MERCED State: CA Zip: 95348

Title (if applicable): Retired Phone: 209-723-0601 Fax: Ø

Organization/Business (if applicable): Ø E-mail: Ø

Address: 471 Buena Vista Drive

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Comment (please write clearly):

I would rather see the BART system extended into the Central Valley - at least as far as Merced.

Failing this = we need alternatives to vehicle traffic. Driving the freeways has become very stressful + impossible @ times. Perhaps Amtrak service can be expanded. It's already in place facility-wise. Several more north + south trains would help a lot.

BUT → A high speed train from Merced - SFO would be wonderful for Valley travellers, also anyone wanting a day trip to SF. Hope I get to do it.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team members, mail, or e-mail it to us at comments@hsr.ca.gov by close of business on April 10, 2009. In addition, you may comment verbally to the court reporter today. The comment period ends close of business on April 10, 2009.

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Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:38 PM
To: Kris Livingston
Subject: FW: CHSR Contact

From: info@hsr.ca.gov [mailto:info@hsr.ca.gov]
Sent: Tuesday, April 14, 2009 8:01 AM
To: Info @ HSR
Subject: CHSR Contact

CHSR Contact.

Contact Name: mark johnston
Company: self
Phone: 909-591-6691
Email: canammj@yahoo.com
Website:

Comment:

I support Pacheco Pass route, but I don't support LA- Bakersfield via Palmdale. But it appears its already been decided. So therefore, I highly suggest you consider a Palmdale- Barstow- Las Vegas leg...This finally gets a us LA_LV route other than some Maglev boondogle... ALSO, consider an Riverside- Indio- Blythe- Phonix connection in the future.. What happened to the LAUS to LAX leg? Why don't you just finish Irvine-SD, direct, rather than wanderig via Escondido? If you keep than inland route, consider a Riverside- SB- Victorville- Barstow connectiion with continued service to Las Vegas. (in conjunction with the route from Palmdale - Barstow - Las Vegas..

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:53 PM
To: Kris Livingston
Subject: FW: California High Speed Train Comments
Attachments: Comments on High Speed Rail.doc

From: Larry [mailto:larryk@sti.net]
Sent: Thursday, April 09, 2009 10:38 AM
To: valentine@pbworld.com
Cc: HSR Comments
Subject: California High Speed Train Comments

Dear Mr. Valentine,

Attached are my comments regarding the California High Speed Train. Would you please include them in the official record.

Sincerely,
Lauren Knapp

From the Desk Of
Lauren J. Knapp
PO Box 850
Chowchilla, Ca. 93610

April 6, 2009

Subject: California High-Speed Train

To Whom It May Concern:

It has come to my attention that the California High-Speed Rail Authority is seriously considering using the Burlington/Santa Fe alignment between Merced and Fresno, rather than staying on the Southern Pacific alignment which parallels Hwy 99. This came as quite shock to me given the fact that all the information put forth by the California High Speed Rail Authority, both in print and online, clearly shows the High-Speed Train route to be along the Hwy 99 corridor.

Given this new information, I would like to formally requesting that the comment period for the proposed California High-Speed Train System be extended a minimum of 120 days and that additional public meetings be scheduled in Merced, Madera and Fresno so that the newly effected people can be notified and have a chance to comment.

Secondly, let me state for the record why using the Burlington/Santa Fe alignment is **not the best** route for California's High Speed Train and why it is not the best choice for the people of California.

1. **Higher Cost.** The Burlington/Santa Fe alignment is a longer route. Even though the initial cost of the Burlington/Santa Fe alignment might be less, in reality this route will have higher operating cost and multiplied over the next several decades will more then offset any initial savings. Isn't the whole idea behind the High Speed train is to save time, fuel and reduce CO₂ emissions?
2. **Threatened and Endangered Species.** The Burlington/Santa Fe alignment traverses the designated Vernal Pool Critical Habitat (Unit 15J) and the Madera Vernal Pool Recovery Core Area (Map III-15b) identified in the Vernal Pool Recovery Plan (USFWS 2005). Additionally, the High Speed Train and the associated development would adversely affect thousands of acres of pristine vernal pool wetlands and habitat for vernal pool fairy shrimp, vernal pool tadpole shrimp, midvalley fairy shrimp, California tiger salamander (CTS) and western spadefoot toad. The disturbance of upland grassland areas would adversely effect adult CTS and western spadefoot toad sheltering habitat, western burrowing owl and San Joaquin kit fox denning and foraging habitat and a San Joaquin kit fox migration corridor.

3. **Infrastructure.** Because of its proximity to Hwy 99, much of the infrastructure that would be necessary to support California's High Speed Train system, such as food, lodging & automobile access, already exists along the Southern Pacific alignment. In contrast, using the Burlington/Santa Fe alignment would necessitate much of this infrastructure to be duplicated which again would increase costs.
4. **Urban Sprawl.** Some of the best farm land in Central California borders the Burlington/Santa Fe alignment. By removing the High Speed Train from the already impacted Hwy 99 corridor and moving it 6 miles to the east, this plan will inevitably draw development east as well and accelerate the loss of this irreplaceable resource.

Thank you in advance for your consideration in the matter.

Sincerely,

Lauren J. Knapp

October 15, 2009

Subject: California High-Speed Train

To Whom It May Concern:,

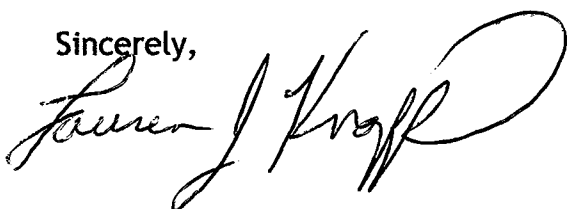
It has come to my attention that the California High-Speed Rail Authority is considering using the Burlington/Santa Fe alignment between Merced and Fresno, rather than staying on the Southern Pacific alignment which parallels Hwy 99 corridor.

Let me state for the record why using the Burlington/Santa Fe alignment is not the best route for California's High Speed Train and why it is not the best choice for the people of California.

1. **Higher Cost.** The Burlington/Santa Fe alignment is a longer route. Even though the initial cost of the Burlington/Santa Fe alignment might be less, in reality this route will have higher operating cost and multiplied over the next several decades will more than offset any initial savings. Isn't the whole idea behind the High Speed train is to save time, fuel and reduce CO₂ emissions?
2. **Threatened and Endangered Species.** The Burlington/Santa Fe alignment traverses the designated Vernal Pool Critical Habitat (Unit 15J) and the Madera Vernal Pool Recovery Core Area (Map III-15b) identified in the Vernal Pool Recovery Plan (USFWS 2005). Additionally, the High Speed Train and the associated development would adversely affect thousands of acres of pristine vernal pool wetlands and habitat for vernal pool fairy shrimp, vernal pool tadpole shrimp, midvalley fairy shrimp, California tiger salamander (CTS) and western spadefoot toad. The disturbance of upland grassland areas would adversely effect adult CTS and western spadefoot toad sheltering habitat, western burrowing owl and San Joaquin kit fox denning and foraging habitat and a San Joaquin kit fox migration corridor.
3. **Infrastructure.** Because of its proximity to Hwy 99, much of the infrastructure that would be necessary to support California's High Speed Train system, such as food, lodging & automobile access, already exists along the Southern Pacific alignment. In contrast, using the Burlington/Santa Fe alignment would necessitate much of this infrastructure to be duplicated which again would increase costs.
4. **Urban Sprawl.** Some of the best farmland in Central California borders the Burlington/Santa Fe alignment. By removing the High Speed Train from the already impacted Hwy 99 corridor and moving it 6 miles to the east, this plan will inevitably draw development east as well and accelerate the loss of this irreplaceable resource.

Thank you in advance for your consideration in the matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Lauren J. Krupp". The signature is fluid and cursive, with a large, looping "L" and "K".

From: sherry [mailto:sherry@lazykranch.com]
Sent: Monday, April 06, 2009 4:16 PM
To: Valentine, Peter
Cc: comments@hsr.ca.gov
Subject: High speed Rail road

Peter, I tried to e mail the following to comments@hsr.ca.gov
it will not go through when I e mail it. ?????? please forward it.

I recently, we heard that the High Speed Rail Authority was considering using the BNSF Rail Road, instead of the Union Pacific Rail Road for the route of the new high speed rail road between Merced and Chowchilla, Calif. We have property along the BNSF Rail Road lines, six miles, directly East of Chowchilla. The High Speed Rail Road would fragment the endangered species habitat, here on our property, and on the adjacent property. We have had a Biological Survey done, on our property, which has be published by John Vollmar Consulting of Berkley, CA. The Surveys show that there are several endangered species on our property adjacent to the BNSF Rail Road. Among these species are fairy shrimp, Calif. tiger salamander, western spadefoot toad, western burrowing owl, kit fox, and owl's clover. There are also several Bald Eagles, nesting in the oak trees along the river bottom, near the proposed tracks. It makes much more sense, for the sake of the country side, habitat, and the cost of mitigating for them, to use the Union Pacific lines and put the new high speed rail road along the Highway 99 corridor, where there is already disruption of habitat and wildlife and pollution. Please feel free to contact me if you would like any more input from us on our substantiated endangered species. Sherrine Knapp 559-665-2908

From: sherry [mailto:sherry@lazykranch.com]
Sent: Friday, April 03, 2009 12:05 PM
To: Valentine, Peter
Cc: mmeders@thegrid.net
Subject: High Speed Train

Dear Peter, Thank you for taking the time to talk with me on the phone this morning about the High Speed Train. As you can imagine, we are very concerned about it being in our front yard. Since I talked with you, I did contact a few neighbors, and here is what I heard.... They were under the impression from the map that was sent out, mapping out the route and showing that the new tracks would follow the Union Pacific tracks along the Highway 99, that it would not be in our area. Many of us feel this was very misleading. I feel that all the folks along the Burlington/Santa Fe, from Merced to Fresno, need to be notified that you are now considering our area. The Authority needs to set up a meeting with all of us, hopefully you, and the anyone who will you be involved in making the final decisions as to where the route will be. Thank you, Sherry Knapp

Kris Livingston

From: info@hsr.ca.gov
Sent: Friday, April 03, 2009 9:35 AM
To: Info @ HSR
Subject: CHSR Contact

CHSR Contact.

Contact Name: Sherry Knapp
Company:
Phone: 559-665-2908
Email: sherry@lazykranch.com
Website:
Comment:

On the proposed route from Merced to Chowchilla, will the route follow along the 99 Highway or is their a proposal to plan the route futher east along the Santa Fe rail route? I live and have property along the the Santa Fe route , so I am hoping there are not plans for the train to come by my house. Please let me know, I was unable to attend the meetings. thank you Sherry Knapp

October 18, 2009

High Speed Rail Authority
Merced to Fresno Section
To Whom It May Concern,

Recently I attended the public meeting concerning alternative routes for the High Speed Rail alignments.

As I stated at the meeting, "It makes much more sense to put the High Speed Rail from Merced to Fresno, along the Highway 99 corridor (near the Burlington Rail Road tracks). The Highway 99 corridor is already a jungle."

After I made my verbal comment, supervisor John Pedrozo stated that the small communities of Le Grand and Planada do not want a High Speed Rail running through their communities either.

Following are my written comments.

We have property along the BNSF Rail Road lines, six miles, directly East of Chowchilla. Using the BNSF alignment would fragment the endangered species habitat, here on our property and on the adjacent property. We have had a Biological Survey done, on our property, which has been published by John Vollmar Consulting, of Berkley, CA. The surveys show that there are several endangered species on our property adjacent to the BNSF Rail Road. Among these species are Fairy Shrimp, California Tiger Salamander, Western Spade Foot Toad, Western Burrowing Owl, Kit Fox and Owl's Clover. There are also several Bald Eagles nesting in the oak trees along the river bottom, near the BNSF tracks. It makes much more sense, for the sake of the country side, habitat, and the cost of mitigating, to use the Union Pacific lines and put the new High Speed Rail along the Highway 99 corridor. There is already disruption of habitat and wildlife along Highway 99, not to mention the pollution and noise already existing along the 99 corridor. A High Speed track would fit in much better along Highway 99 between Merced and Fresno.

Respectfully submitted,

A handwritten signature in cursive script, reading "Sherrine Knapp".

Sherrine Knapp 559-665-2908



CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY



U.S. Department
of Transportation
**Federal Railroad
Administration**

Merced-to-Bakersfield Scoping Comment Form

The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation measures, and environmental subject areas deserving attention.

Name (please print): DOU KOJIMA City: CHOWCHILLA State: CA Zip: _____

Title (if applicable): _____ Phone: _____ Fax: _____

Organization/Business (if applicable): CAMERON RANCH E-mail: dkojima@gmail.com

Address: _____

Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA

☐ March 25, Fresno CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

THE SAN FRANCISCO, SACRAMENTO AND LOS ANGELES
LINES ALL INTERSECT IN CHOWCHILLA. THERE
SHOULD BE A TRAIN STOP AT THIS LOCATION.

SINCE THE POPULATION IN CALIFORNIA WILL
DOUBLE IN THE COMING YEARS, THE CENTRAL
VALLEY WILL ACCOMMODATE MANY OF THE PEOPLE.

CHOWCHILLA WILL SOMEDAY PROVIDE MANY RIDERS
ON THIS TRAIN.

WE ARE LANDOWNERS AT THE INTERSECTION OF
THE SANTA FE AND THE 152 AND WOULD

BE PREPARED TO CONTRIBUTE SOME OF OUR

PROPERTY TO THIS TRAIN STOP. WE ARE ALSO

INTERESTED IN THE HUB/SPoke CENTERS.



Thank you for attending today's meeting. The purpose of the scoping process is to provide government agencies and the public the opportunity to help identify possible issues, the overall scope and focus, and alternatives for consideration in the environmental review. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 10, 2009.

Meeting Date/Location

☒ March 18 - Merced ☐ March 25 - San Jose ☐ March 26 - Gilroy

Name (please print): DOU KOJIMA City: CHOWCHILLA State: CA Zip: _____

Title (if applicable): _____ Phone: _____ Fax: _____

Organization/Business (if applicable): CAMERON RANCH E-mail: dkojima@gmail.com

Address: _____

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Comment (please write clearly):

THE SAN FRANCISCO, SACRAMENTO AND LOS ANGELES
LINES ALL INTERSECT IN CHOWCHILLA. IT WOULD
BE LOGICAL FOR A STOP TO BE AT THIS
INTERSECTION. CALIFORNIA'S POPULATION WILL DOUBLE
IN THE COMING YEARS AND THE CENTRAL VALLEY
WILL ACCOMMODATE MANY OF THE PEOPLE. CHOWCHILLA
WILL SOMEDAY PROVIDE MANY RIDERS ON THIS TRAIN.
WE ARE LANDOWNERS AT THIS INTERSECTION AND
ARE PREPARED TO CONTRIBUTE OUR PROPERTY
FOR A TRAIN STOP. WE OWN 400 ACRES AND
WOULD ALSO BE INTERESTED IN THE HUB/SERVICE
CRITERIA.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team members, mail, or e-mail it to us at comments@hsr.ca.gov by close of business on April 10, 2009. In addition, you may comment verbally to the court reporter today. The comment period ends close of business on April 10, 2009.

Fold and Tape Completely Before Mailing

Tracy, Thomas

From: dtkojima@gmail.com on behalf of don kojima [don.kojima@alumni.usc.edu]
Sent: Wednesday, March 11, 2009 6:45 PM
To: Tracy, Thomas
Subject: Re: Merced to Bakersfield High-Speed Train

Hi Tom,

Thank you for taking the time to talk with me this morning. I know you must have a busy schedule. I met with Senator Cogdill and Assemblyman Berryhill and their respective staffs as well as through Congressman McCarthy and they all advised me of the urgency regarding the timing of this project. Craig Swaim, Legislative Director for Senator Cogdill recommended that I speak with you as soon as possible so I appreciate your taking my call as well as your advice.

I believe the High Speed Rail will have a tremendous positive impact on California and we would like to be a part of it. I am the majority owner, and Managing Partner for Cameron Ranch, LLC. Cameron Ranch owns 400 acres adjacent and contiguous to the Santa Fe Rail Line at the intersection with Avenue 26 (the major thoroughfare thru the City of Chowchilla). We have more than 1/2 mile of frontage on the Santa Fe and almost 2 miles of frontage on Avenue 26. We are currently designated for residential use on our 400 acres but I believe that the High Speed Rail will be so beneficial to our State that I would be prepared to contribute the acreage for a station as well as any easement needed for the rail. Our site is at the junction in Chowchilla where the San Francisco/Gilroy Track would intersect with the Sacramento/Los Angeles Track. It would be a logical stopping spot for all of the Rails since it is the major intersection. A stop here could dramatically simplify a complex and duplicative rail use. Instead of two trains leaving from San Francisco (one to Los Angeles and one to Sacramento) only one would be needed with passengers able to transfer at Chowchilla. The delay could be minimal as stops are scheduled already in nearby towns. The same situation would apply to trains leaving Sacramento and Los Angeles. The savings in the number of trains, accessibility, and efficiency are significant.

Cameron Ranch has direct access onto the main street into downtown Chowchilla. Extensive development has already begun on Avenue 26 and our property is directly in the path of this growth. Therefore, our location as a rail stop would be ideal to help minimize future traffic mitigation issues that may impact other areas. Our adjacent property owners and partners are all prepared to join in a cooperative effort to help facilitate this once in a lifetime opportunity for our State. Together we own over 1000 acres and have the ability to provide the Rail Authority the flexibility in planning and designing this critical area.

I will mail you detailed information regarding our property and I will follow up with a call next week. Thank you again, and I am looking forward to seeing you at one of the Rail meetings.

Sincerely,

Don T. Kojima

On Wed, Mar 11, 2009 at 11:47 AM, Tracy, Thomas <TracyT@pbworld.com> wrote:

Don,

It was nice to talk with you this morning about the high-speed train project. Attached is a notice for all of the scoping meetings related to the Merced to Bakersfield section of the project. I hope you can make it to one of the meetings and that you can send your comments and ideas to us. We will need to receive your input by April 10, 2009.

Sincerely,

Thomas G. Tracy, PE

Regional Manager

California High-Speed Rail Authority

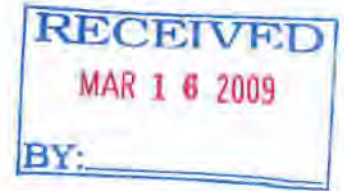
925 L Street, Suite 1425

Sacramento, CA 95814

office: (916) 384-9533

fax: (916) 322-0827

NOTICE: This communication and any attachments ("this message") may contain confidential information for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, dissemination or distribution of, or reliance on this message is strictly prohibited. If you receive this message in error, or you are not an authorized recipient, please notify the sender immediately by e-mail, delete this message, delete all copies from your e-mail system and do not



March 13, 2009

Mr. Thomas G. Tracy, PE
Regional Manager
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
925 "L" Street, Suite 1425
Sacramento, Ca 95814

Dear Mr. Tracy:

I am the Managing Partner for Cameron Ranch LLC. Cameron Ranch owns a 400 acres almond ranch in the city of Chowchilla. The property is on the northwest corner of the intersection of Avenue 26 and the Santa Fe Rail Line. It is adjacent and contiguous to the Santa Fe and has over 1/2 mile of frontage on the track. It also has almost 2 miles of frontage on Avenue 26 which is the main street into downtown Chowchilla. Our location is ideal for a train stop. We are approximately 3-4 miles from the heart of the downtown business area. Extensive commercial and residential development has already begun on Avenue 26 and our property is directly in the path of this growth. We have a land use designation that will allow for future development and many future riders for the Rail.

The San Francisco/Sacramento, San Francisco/Los Angeles and Sacramento/Los Angeles Lines all intersect in Chowchilla. It is a logical stopping spot for all of the rails since it is the only major intersection. A stop here would dramatically simplify complex and duplicative rail use. Instead of two trains leaving San Francisco (one to Los Angeles and one to Sacramento) only one would be needed with passengers able to transfer to Chowchilla. The delay could be minimal since stops are already scheduled in nearby towns. The cost savings in the number of trains, accessibility, and efficiency are significant. This is compounded when you consider the same situation exists for trains originating in Sacramento and Los Angeles.

The Cameron Ranch location of the main street into downtown is ideal for a rail stop because it will minimize future traffic mitigation issues that may impact other areas. We are still relatively undeveloped and our adjacent property owners and partners are all prepared to join in a cooperative effort to help facilitate this great opportunity. Together we own over 1000 acres and will provide the Rail Authority the flexibility in planning and designing this critical area. I have enclosed maps to show the location of Cameron

Thomas G. Tracy
March 13, 2009
Page 2

Ranch in relation to the Santa Fe Rail.

Thank you for this opportunity and I look forward to seeing you at the Rail meetings.

Sincerely,

A handwritten signature in black ink, appearing to read 'Don T. Kojima', with a stylized flourish at the end.

Don T. Kojima
CAMERON RANCH LLC
7 Shoreridge
Newport Coast, Ca 92657
(949) 244-5506

DTK:sz
Encl.



Cameron Ranch Associates, LLC

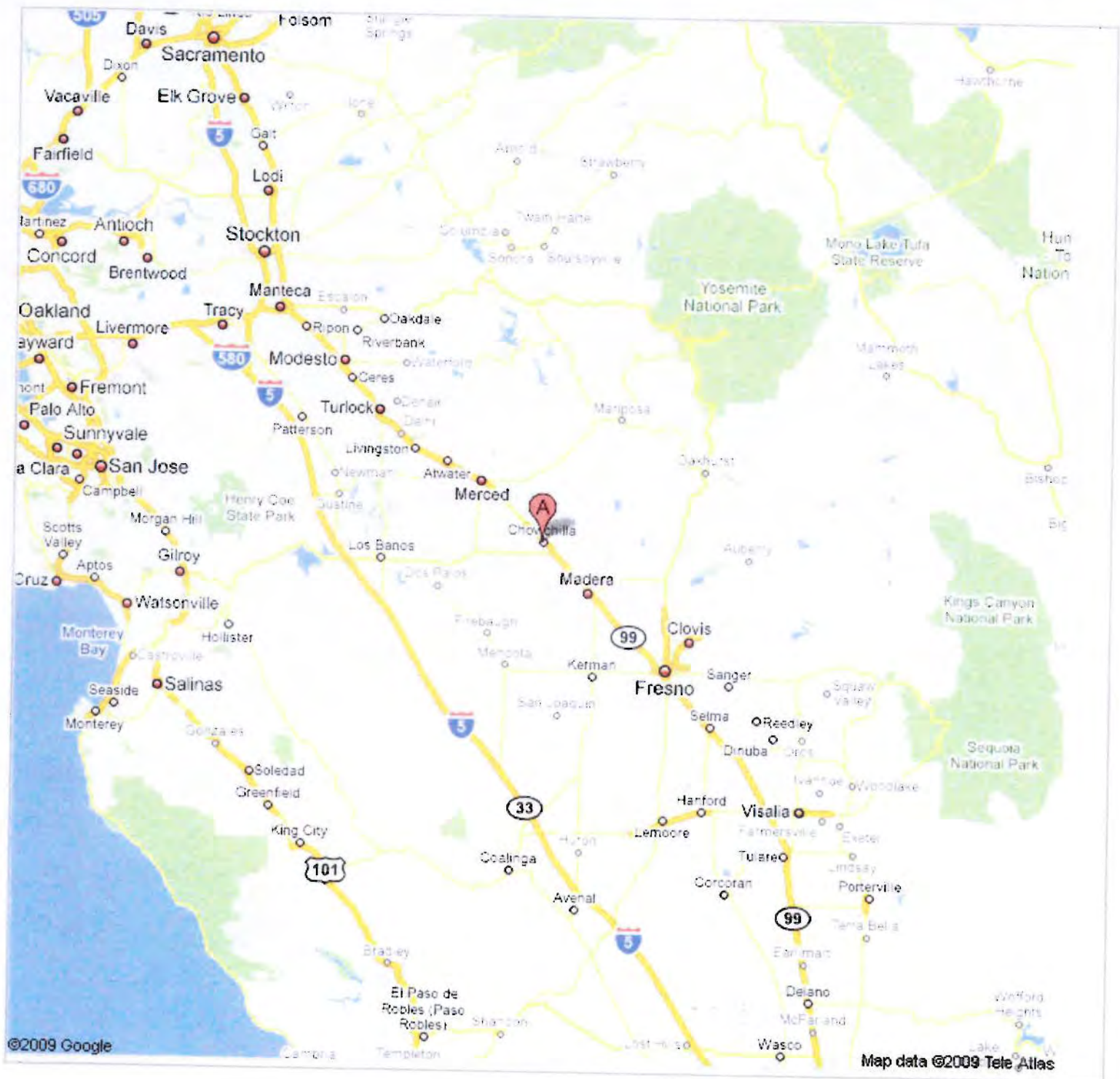
A California Limited Liability Company

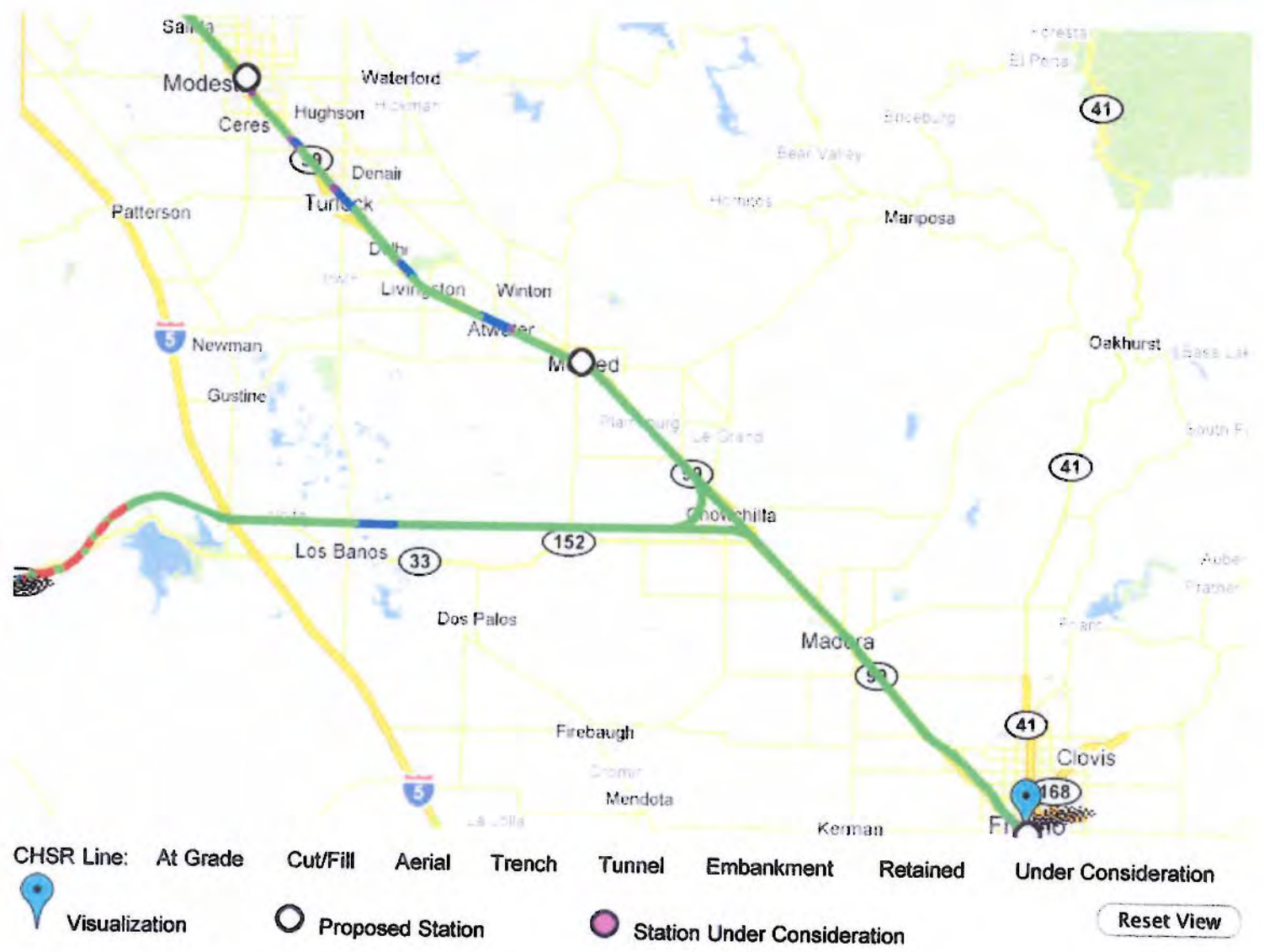


Address Chowchilla, CA

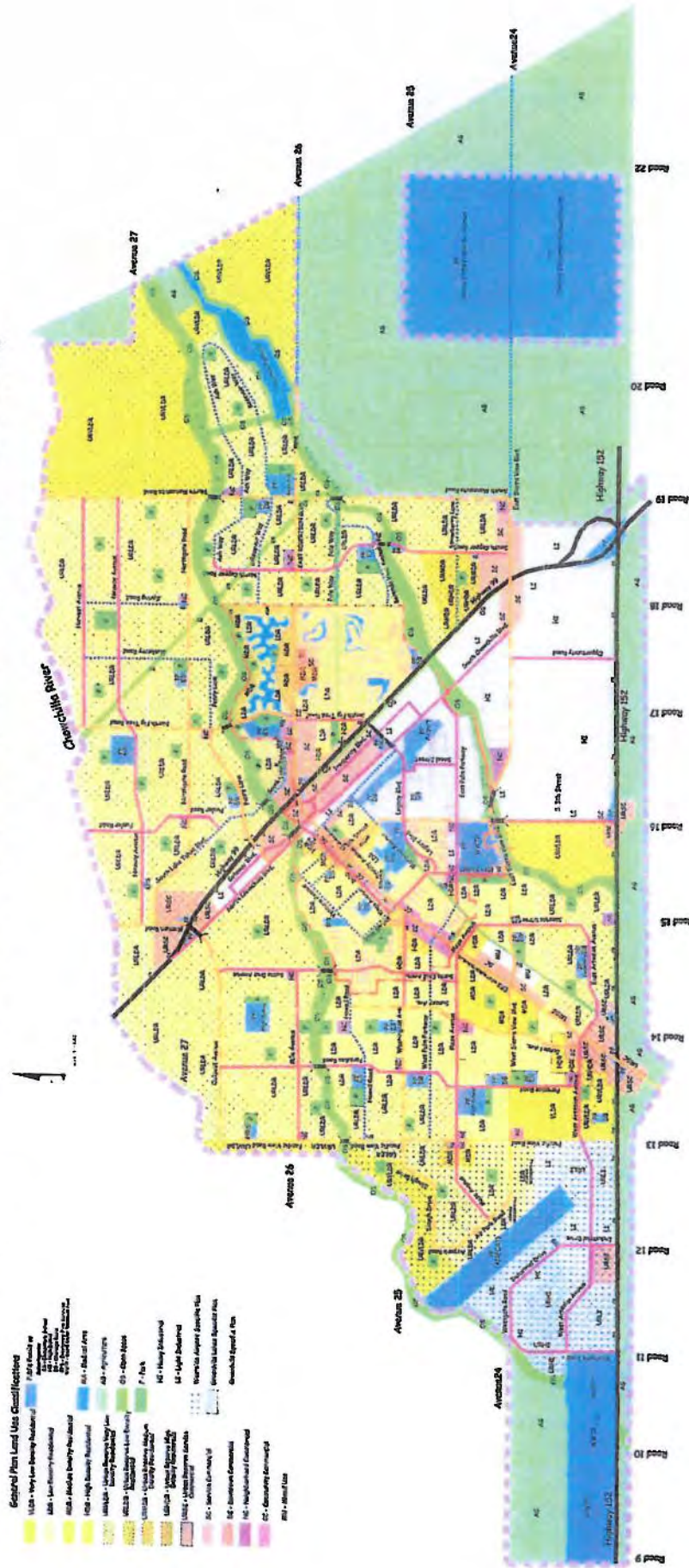
Get Google Maps on your phone

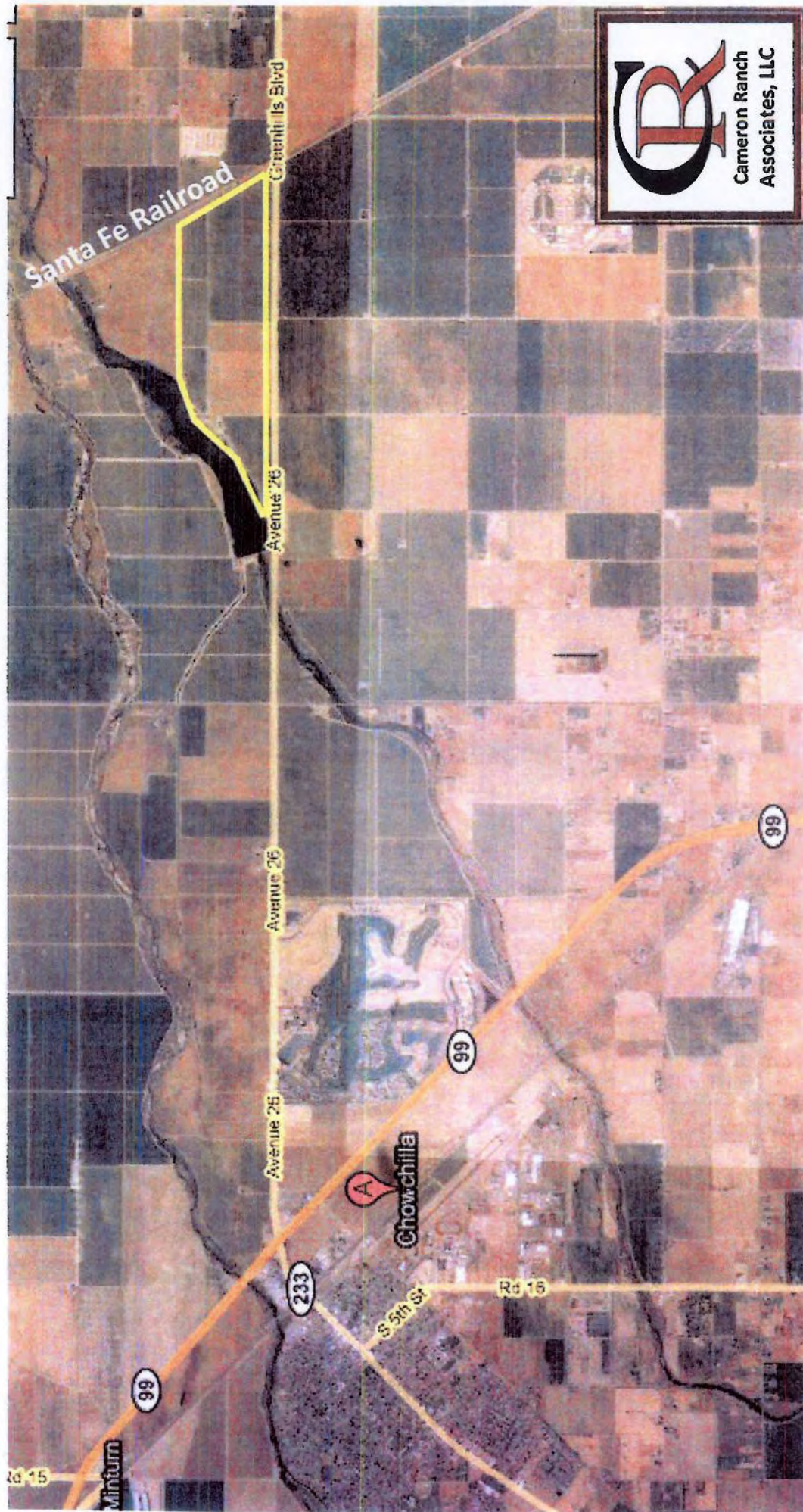
Text the word "GMAPS" to 466453





City of Chowchilla 2007 Draft General Plan Land Use Map





Santa Fe Railroad

Green Hills Blvd

Avenue 26

Avenue 26

Avenue 25

Chowchilla

S 5th St

Rd 16

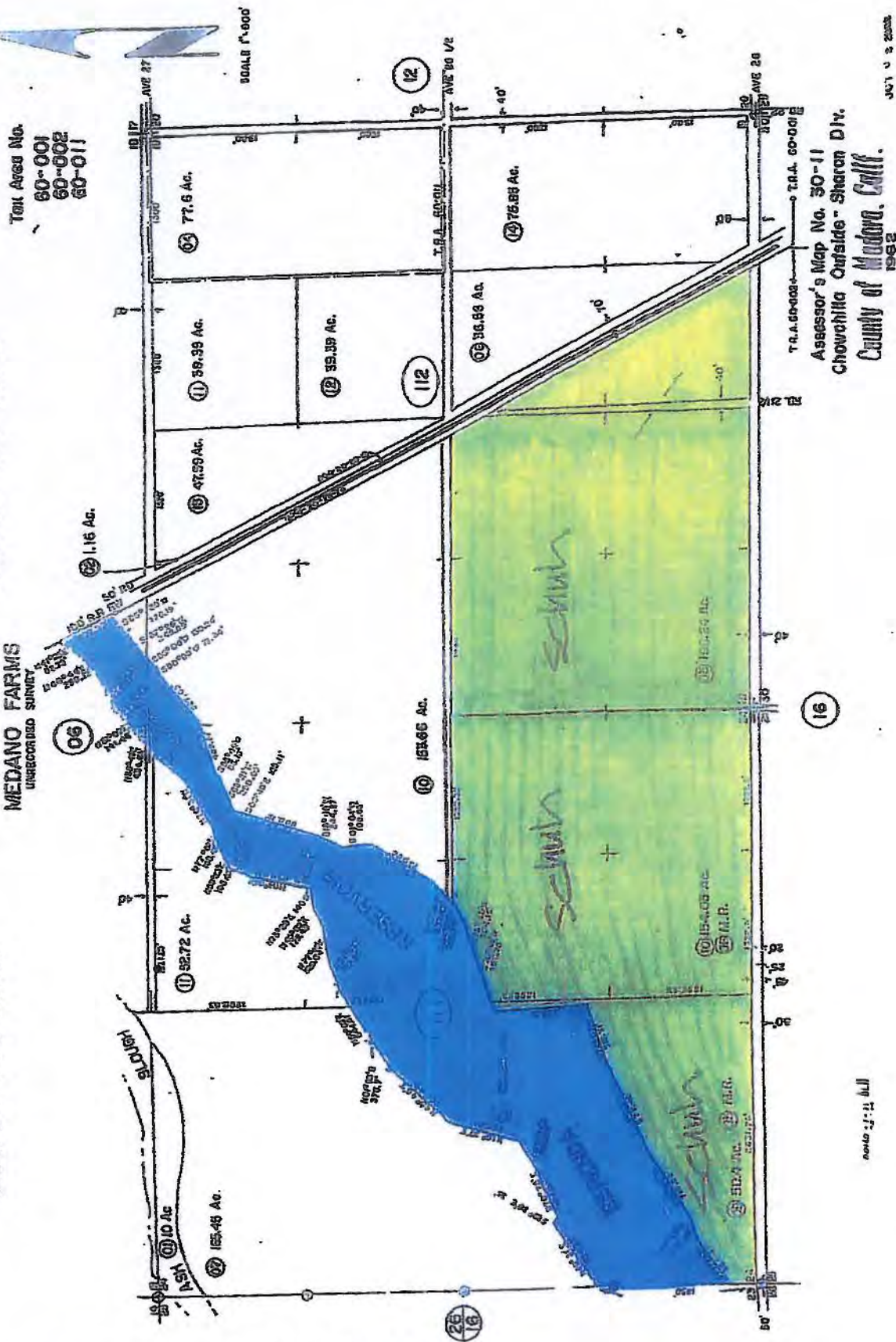
Minter



30-11

SEC. 19 T9S R17E

SEC. 24 T9S R16E



Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:40 PM
To: Kris Livingston
Subject: FW: Notice of Preparation

-----Original Message-----

From: Angelo Lamas [mailto:ALamas@co.merced.ca.us]
Sent: Friday, April 10, 2009 4:39 PM
To: HSR Comments
Cc: John Pedrozo
Subject: Notice of Preparation

Dear Mr. Leavitt:

On March 18, 2009, representatives from the Greater Merced High Speed Rail Committee attended the recent Public Scoping Session held in Merced. Committee members include representatives from the County of Merced, the various Cities within the County and a number of citizens representing the community. The Committee has reviewed the Notice of Preparation (NOP) for the San Jose to Merced HST Project (Project) EIR/EIS released by the California High Speed Rail Authority (Authority).

There is significant support for High Speed Rail through Merced County and through our Central Valley and we look forward to it becoming a reality. We appreciate the opportunity to provide comments to guide the scope of this EIR/EIS. The citizens and municipalities of Merced County know that a high speed rail system that runs through our San Joaquin Valley connecting Northern California and the Bay Area to Southern California will offer many benefits to our Valley and California. The Committee and its representatives from the County, various Cities, and citizens are currently working together to ensure coordinated support for high speed rail and we look forward to working with the Authority as it moves forward on this important and historic project.

Sincerely,

The Greater Merced High Speed Rail Committee

Kris Livingston

From: Karen Langston [karenlangston@mac.com]
Sent: Sunday, March 29, 2009 2:12 PM
To: HSR Comments
Subject: Merced to Bakersfield HST

My only comment is that I believe it is important to have the train go somewhere that is accessible and convenient to commuters - minimizing the need for "multiple public transportation methods". Not just a location that does not inconvenience locals with influence. The airport, the central train station/civic center make sense - I'm sure there are others... Bakersfield is going to need to make tough choices about public transit as the town spreads out - local politics has prevented those in power from deciding on a much needed central freeway - now there is no good place for it... This train station should be able to serve as a central point for a local transit system that will support the HST's use into and out of the area.

That may be difficult on the Bakersfield end since local public transit is abysmal. I was a resident of San Francisco for 8 years and it was so frustrating that BART and Cal Train got "almost" to the airports... but not quite. That has changed now (BART to SFO).

Thank you for your consideration.

Karen Langston
karenlangston@mac.com



Thank you for attending today's meeting. The purpose of the scoping process is to provide government agencies and the public the opportunity to help identify possible issues, the overall scope and focus, and alternatives for consideration in the environmental review. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 10, 2009.

Meeting Date/Location

☐ March 18 - Merced ☐ March 25 - San Jose ☐ March 26 - Gilroy

Name (please print): HARRIET Lander City: Merced State: CA Zip: 95348

Title (if applicable): _____ Phone: _____ Fax: _____

Organization/Business (if applicable): AFSCMS E-mail: hlander@stglobal.net

Address: 625 W. Olive Ave

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Comment (please write clearly):

I think the maintenance facility at
Castle Air Force Base is a great idea.
No need for huge environmental impact
and in a great site for Merced Bakersfield
line.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team members, mail, or e-mail it to us at comments@hsr.ca.gov by close of business on April 10, 2009. In addition, you may comment verbally to the court reporter today. The comment period ends close of business on April 10, 2009.

Fold and Tape Completely Before Mailing



CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY



U.S. Department
of Transportation
Federal Railroad
Administration

Merced-to-Bakersfield Scoping Comment Form

The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation measures, and environmental subject areas deserving attention.

Name (please print): JULIE LINIXWILER City: FRESNO State: CA Zip: 93704
 Title (if applicable): _____ Phone: 228-0916 Fax: _____
 Organization/Business (if applicable): _____ E-mail: daryl and julie @ sbc global . net
 Address: 4857 N. HARRISON

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☒ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices

Please write clearly.

- ① Will the entire route through Fresno be elevated?
 Or will local streets be submerged under on-grade tracks?
 Or is this presently unknown? (Noise, glare, dust, turbulence....)
- ② When is it projected that property acquisition
 will begin? We read that "ground will be broken in 2011,"
 yet the EIR process is shown as being completed in 2012.
 We don't see any time allotted to ^{the} property acquisition
 process, which can be lengthy.
- ③ air quality: how do the trains' emissions "fit in" with
 the Valley's filthy air? Or are there emissions!?
- ④ Where ^{about} will the electricity for this project come from
 (what falling water source, or - God forbid - nuclear source
 will be utilized?)



CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY



U.S. Department
of Transportation
Federal Railroad
Administration

Merced-to-Bakersfield Scoping Comment Form

The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation measures, and environmental subject areas deserving attention.

Name (please print): Joan Lipton City: Fresno State: CA Zip: 93726

Title (if applicable): _____ Phone: _____ Fax: _____

Organization/Business (if applicable): League of Women Voters

Address: _____

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☒ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices

Please write clearly.

Speed up the process. I don't think
all those other countries with HSR took
so long. I have been following the
process since the beginning.

Come to Tulare more often.

The public supports it.

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:39 PM
To: Kris Livingston
Subject: FW: Merced to Bakersfield HST

From: alex@forteyogurt.com [mailto:alex@forteyogurt.com] **On Behalf Of** Forté Yogurt
Sent: Friday, April 10, 2009 8:16 PM
To: HSR Comments
Subject: Merced to Bakersfield HST

The component that Forte Frozen Yogurt is interested in is where the station could actually be located. A downtown Merced station, located along 16th St would be a great benefit to the now struggling community. There are many downtown restaurants and shops where residents of Merced enjoy good times and it would be a simple transition to accommodate more customers. The downtown area already enjoys parades and other events thrown by the city, so having a station downtown is a natural choice.



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Merced-to-Bakersfield Scoping Comment Form

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Name (please print): Alexander Lu-Pan City: Merced State: CA Zip: 95348
Title (if applicable): Director Phone: 209 349 8763 Fax: _____
Organization/Business (if applicable): Forte Frozen Yogurt E-mail: info@fortefrozenyogurt.com
Address: 319 W Main St.

Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA

☐ March 25, Fresno CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

A downtown station in Merced makes the most sense because accessibility to downtown already exists. A station placed at Castle would leave passengers stranded with no existing businesses to suit any needs like food or safety. The downtown station makes sense also to attract more businesses and jobs to the downtown area. Tourism in Merced could increase.

Also, the downtown station would allow for a repair station to still be placed at Castle and generate more jobs out at that facility.

Similarly, if the local Merced economy grows in the longer term, the Merced Airport at Castle could expand into a fully functioning airport like Ontario or John Wayne where commuter flights could move in and out.

① DOWNTOWN STATION ② CASTLE REPAIR DEPOT.

A WINNING COMBINATION



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Name (please print): DR. Charles Martin City: Chowchilla State: CA Zip: 93610
Title (if applicable): Superintendent of Elem Dist. Phone: 559-665-8010 Fax: _____
Organization/Business (if applicable): Chowchilla Elem School Dist E-mail: martinc@chowkids.com
Address: 355 N. 5th street

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA
☐ March 25, Fresno CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.
Please write clearly.

I believe that Madera County / Chowchilla would be a great location for the train to stop. It would stimulate the economy as well as present itself as an excellent location for employees living in the fast paced city life to take advantage of a more rural and kind community to raise their children. The City of Chowchilla does a wonderful job keeping the community looking up north and our school systems are very good. This type of project would provide great possibilities for the Chowchilla community.

Russ

McGarry

rental
PROPERTY
management



March, 17th 2009

Dan Leavitt, Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, Ca 95814

RE: San Jose to Merced HST project EIR/EIS

Dear Mr. Leavitt:

This letter is to provide comment for the California High Speed Rail Project. I am very much in support of a High Speed Rail system for California and look forward to see it become a reality. I also strongly support establishing a High Speed Rail station in downtown Merced and would definitely recommend the former Castle Air Base as a construction and maintenance facility hub.

As a former City Councilmember and a Business Owner, I support having a High Speed Rail system connecting Northern California, the Bay Area and Southern California if would certainly create regional collaborations among our cities.

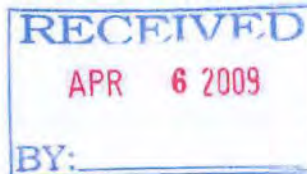
Lastly, I would like to see this entire project fast tracked due to the huge economic benefits it would create for the Central Valley and the rest of the state.

Sincerely,

Nellie McGarry,
Co Owner



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Name (please print): Lia N. McGinnis City: Chowchilla State: CA Zip: 93610
Title (if applicable): Reverse Mortgage Consultant Phone: 559-223-9315 Fax: 209-434-2403
Organization/Business (if applicable): Wells Fargo Home Mortgage Email: notarybylia@yahoo.com
Address: 516 Humboldt Avenue, Chowchilla, CA 93610

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☒ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

My biggest concern is the impact to local residents - will these create jobs for our local community? Will the cost to ride the high speed rail system be affordable to our local lower income people. Will construction be opened up to local contractors or is a non-U.S.A. company handling the construction. How will this impact our agricultural communities and the growth. The local Merced County currently has over 700 homes in foreclosure - there are very few employment opportunities here. Banks and Department Stores are being closed. What happens if the train derailed somehow - how close is the train to residents in homes and livestock?

Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on April 10, 2009.



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Name (please print): MIKE MCLAUGHLIN City: MERCED State: CA Zip: 95340
 Title (if applicable): DIVISION CHIEF Phone: 209-385-8540 Fax: _____
 Organization/Business (if applicable): MERCED FIRE DEPT. E-mail: MCLAUGHLIN M @ CITYOFMERCED.ORG
 Address: 99 E 16th ST

Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.
☐ March 25, Fresno CA ☐ March 26, Bakersfield, CA

Please write clearly.

VERY INFORMATIVE DISPLAYS.

A PLETHORA OF BENEFITS WILL RESULT FROM
THIS PROJECT. OUR COMMUNITY SUPPORTS
HSR AND SEE THE VALUE OF BEING
A STOPPING POINT.



Thank you for attending today's meeting. The purpose of the scoping process is to provide government agencies and the public the opportunity to help identify possible issues, the overall scope and focus, and alternatives for consideration in the environmental review. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 10, 2009.

Meeting Date/Location

☒ March 18 - Merced ☐ March 25 - San Jose ☐ March 26 - Gilroy

Name (please print): Alfredo Mendoza City: Merced State: CA Zip: 95340
Title (if applicable): STAFF SERVICES ANALYST Phone: (209) 724-2044 Fax: (209) 724-2011
Organization/Business (if applicable): WORKFORCE INVESTMENT E-mail: amendoza@CO.MERCED.CA.US
Address: 1880 WARDROBE AVENUE

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Comment (please write clearly):

This project is long overdue. We have seen the reports and are prepared to provide the workforce needed to make this project a reality. Our existing partnerships with the Community College (Merced College) will provide a skilled labor force that will meet the challenges of this project. The San Jose to Merced track should follow the Merced to Bakersfield track with Merced as the maintenance hub. The department of Workforce Investment has already adopted (through the Workforce Investment Board - WIB) transportation as an industry cluster of focus. The focus means that we are committed to provide services and send ~~the~~ qualified, knowledgeable individuals to the project at the beginning. Solid Reports and solid information is what made the difference. We look forward to being a state-of-art facility because we have the tools ready for the project.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team members, mail, or e-mail it to us at comments@hsr.ca.gov by close of business on April 10, 2009. In addition, you may comment verbally to the court reporter today.

The comment period ends close of business on April 10, 2009.

Fold and Tape Completely Before Mailing



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Name (please print): Alfredo Mendoza City: Merced State: CA Zip: 95340
Title (if applicable): Analyst Phone: 724-2044 Fax: 724-2011
Organization/Business (if applicable): Workforce Investment E-mail: amendoza@co.merced.ca.us
Address: 1880 Wardrobe Ave

Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☐ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

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Please write clearly.

We are completely committed to providing the workforce (manpower) needed in support of the High Speed Rail. The department of Workforce Investment has a standing partnership with Merced College and can facilitate preparing, planning and providing the workforce needed for this project. Additionally, I support the idea of a maintenance hub at the ^{OLD} Castle Airforce Base. We are prepared to send individuals to training. We have seen the data and fully support the CHSR in Merced. The reports are well thought out and extensive, and the meeting have been very valuable. Please select Merced as the maintenance hub and together we will successfully bring state of art transportation alternatives to the Central Valley. Thank you. - We are ready to make this project a reality!

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:55 PM
To: Kris Livingston
Subject: FW: Merced-Beakersfield High Speed

From: John Pierre Mendoza [mailto:jpm@jpmdev.net]
Sent: Wednesday, April 08, 2009 8:55 AM
To: HSR Comments
Subject: Merced-Beakersfield High Speed

I am appalled that the present Board of Directors at the CAHSTA is so weak. Everytime they get together, they always said, that they are just begining. They have been behaving in such a way for 12 years. The voters voted on the majority by the million indicating that they wanted this project done now. The voters, voted with their wallet, how more clearer can you get. The benchwarmers now at the Board take one step forward and one step back. They are inviting "idiots" with their own agenda to paralyze the project for ever , and the Board willingly is allowing it. If there was a time to take Citizens property for a public benefit, this is it. I lost my house to a Shopping Center project, it hurt, but I got paid 80% of my property's value. Pay these people their worth and move on. Replace the Board Now!...Thanks for the opportunity to contribute.



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Name (please print): Melissa Moradian City: Fresno State: CA Zip: 93721
Title (if applicable): Account Manager Phone: (559) 268-9741 Fax: (559) 268-9759
Organization/Business (if applicable): Jeffrey Scott Agency E-mail: mmoradian@jsaweb.com
Address: 670 P Street

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☒ March 25, Fresno, CA ☐ March 26, Bakersfield, CA
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Please write clearly.

It's important to communicate to the public the logic behind where the stations are placed and how people can use other public transportation to get them to a station. "Joe Public" doesn't usually understand the vision behind integrating public transportation systems, allowing them to work together instead of being stand alone systems. For example, a person living in Madera should understand why a station should be in Fresno, due to population, and the high-speed rail system isn't optimized if stations are as close together as one in Fresno and another in Madera.

Kris Livingston

From: kai moua [kai@laofamilymerced.com]
Sent: Tuesday, March 31, 2009 2:46 PM
To: HSR Comments

Kai Moua
229 S. Dana Ct.
Planada, Ca. 95365

March 31, 2009

To: California High Speed Train Committee:

I support the California High Speed Train Project. It is time for californian to build the train structure. It will benefit the people and the next generation.

Please use all effort to speed the project time.

If there are any thing, I can help please let me know.

sincerely,

Kai Moua,
Resident

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:52 PM
To: Kris Livingston
Subject: FW: Los Banos Rail Stop

From: Christie Obata [mailto:cobata888@yahoo.com]
Sent: Thursday, April 09, 2009 11:36 AM
To: HSR Comments
Subject: Los Banos Rail Stop

Merced County severely lacks in well paying jobs, many of us residents commute to Fresno, the Central Coast and South Bay areas for work. I personally commute 60 miles one way to work 5 days a week. I think a rail stop is great idea. I'm sure I'm not the only person who would love to spend my commute time letting someone else do the driving, spend less in gas and maintenance on my car AND have money left over to take my family out to dinner, the movies, go on vacation or buy new clothes, i.e. help do my part to not only stimulate the economy, but keep it going.

As the Central Valley's population continues to grow due to our comparatively inexpensive housing costs, it makes sense for the government to be PROACTIVE, NOT REACTIVE. A rail stop will help ease congestion, improve our air quality (which much of our pollution comes from the Bay Area) and improve the quality of life for many Central Valley Residents.

I sincerely hope you will reconsider you decision to forgo the rail stop in Los Banos.

Thank you for your time and consideration.

Sincerely,

Christie Obata
873 California Avenue
Dos Palos, CA 93620



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Name (please print): Kathleen Satomi Onishi, MSc. Readdy State: CA Zip: 93654

Title (if applicable): Chairman Revitalization Phone: (559) 213-1815 Fax: _____

Organization/Business (if applicable): Board of Directors Email: N/A

Address: 912 "F" St. Fresno 93706

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☒ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

I have been involved (local + statewide) from the 1st discussions (you should be very proud of your work on behalf of the future of California and the S.O. Valley thank you). I was the organizer & past officer of Chinatown Revitalization Inc. of Fresno (1995) - we, as a multi-ethnic community with a history since 1860's and much ignored & blighted from governmental agencies, support you and offer any assistance we can ^{you} to make this ^{dream} a solid reality.

Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on April 10, 2009.



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Name (please print): DALE OVERBAY City: FRESNO State: CA Zip: 93704
 Title (if applicable): LAND AGENT Phone: (559) 263-7372 Fax: _____
 Organization/Business (if applicable): PG&E E-mail: DWOY@PGE.COM
 Address: 650 "O" ST, MAIL BAG 23, FRESNO, CA 93760

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA

☒ March 25, Fresno CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.
 Please write clearly

PG&E WOULD LIKE TO IDENTIFY ANY POTENTIAL CONFLICTS
 WITH OUR MAJOR GAS AND ELECTRIC TRANSMISSION LINES
 THAT MAY APPLY.

PLEASE CONTACT ME WITH PROPOSED HEIGHTS FOR ELEVATED
 TRACKS. I WOULD ALSO BE HAPPY TO SUPPLY YOU WITH UTILITY
 PLATS THAT SHOW THE APPROX. LOCATIONS OF OUR MAJOR GAS
 AND ELECTRIC FACILITIES TO ASSIST YOU IN THE PLANNING
 PHASE.

THANK YOU,
 Dale

Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on April 10, 2009.



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Name (please print): DAVID PACE City: MORGAN HILL State: CA Zip: 95037
 Title (if applicable): MR OF ACQUISITIONS & SALES Phone: 408.782.1669 Fax: 408.782.1662
 Organization/Business (if applicable): WELINGTON CORPORATION E-mail: DAVID@WELINGTONCORPORATION.COM
 Address: 18640 SUTTER BLVD, STE 100

Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA

☐ March 25, Fresno CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

IT MAY BE WISE TO CONSIDER THE FIRST CENTRAL VALLEY STOP NOT BE AS FAR NORTH AS MERCED BUT RATHER, AT A LOCATION EQUIDISTANT BETWEEN ~~THE~~ THE POPULATION CENTERS OF MERCED AND MADERA; LOGICALLY AT THE EXISTING HUB AT THE ^{OR NEAR} CROSSING OF HWYs 99 & 152 (FAIRMED, CHOWCHILLA). THE AWKWARD SPUR NORTH UP TO MERCED FROM THE EAST/WEST CORRIDOR THE BAY AREA WOULD NOT NEED TO BE BUILT. IN ANY EVENT, THE SAME HUB WOULD BE A LOGICAL LOCATION FOR A RAILWAY SERVICE/MAINTENANCE YARD. HAPPY TO SEE THE STOP IN GILROY. IT IS A VERY ^(HIGH SPEED RAIL) EXCITING PROJECT THAT MAKES COMPLETE SENSE FOR OUR GROWING AND DYNAMIC STATE. FINGERS ARE CROSSED!



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Name (please print): Glenn Pace City: Morgan Hill State: CA Zip: 95037
 Title (if applicable): President Phone: 408-782-1669 Fax: 408-782-1662
 Organization/Business (if applicable): Wellington Corporation E-mail: G.pace@wellingtoncorporation.com
 Address: 18640 Sutter Blvd, suite 100, Morgan Hill, CA 95037

Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA

☐ March 25, Fresno CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

① I believe it would be more economical to place the station between Merced and Madera near Hwy 152 where the train will probably arrive from the west. This would then serve both communities.

② I believe it would be most economical to have the San Jose/Merced line hug the north or south side of Hwy 152 as it approaches Hwy 99.



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Name (please print): Billy Powell City: Modesto State: CA Zip: 95354
 Title (if applicable): Business Manager Phone: 209 524 5171 Fax: 209 521 9664
 Organization/Business (if applicable): IBEW Local 684 E-mail: billy@ibew684.org
 Address: 519 12th ST.

Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☐ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.
 Please write clearly.

I represent the electrical workers in Stanislaus, Merced, Mariposa and Tuolumne Counties. The IBEW will help in any way possible to get the HSR started and completed. My members are the highest skilled and motivated electricians in the area and look forward to making history in our great state.

Billy Powell



Thank you for attending today's meeting. The purpose of the scoping process is to provide government agencies and the public the opportunity to help identify possible issues, the overall scope and focus, and alternatives for consideration in the environmental review. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 10, 2009.

Meeting Date/Location

☒ March 18 - Merced ☐ March 25 - San Jose ☐ March 26 - Gilroy

Name (please print): Billy Powell City: Merced State: CA Zip: 95354
Title (if applicable): Business Manager Phone: 209 524-5171 Fax: 209 521-7664
Organization/Business (if applicable): IBEW 684 E-mail: billy@ibew684.org
Address: 519 12th ST

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Comment (please write clearly):

I represent the electrical workers in Stanislaus, Merced, Mariposa, and Tuolumne Counties. The IBEW will help in any way possible to get the HST started and complete.

B. Powell

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team members, mail, or e-mail it to us at comments@hsr.ca.gov by close of business on April 10, 2009. In addition, you may comment verbally to the court reporter today. The comment period ends close of business on April 10, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:38 PM
To: Kris Livingston
Subject: FW: CHSR Contact

From: info@hsr.ca.gov [mailto:info@hsr.ca.gov]
Sent: Tuesday, April 14, 2009 8:01 AM
To: Info @ HSR
Subject: CHSR Contact

CHSR Contact.

Contact Name: Roland Ramirez
Company:
Phone: 2097568535
Email: dethsyc@hotmail.com
Website:
Comment:

I would like to add my comments in support of the California High Speed Rail, as well as creating a station in downtown Merced near 16th & Mst. I would also like to voice my support for turning the former Castle Air Force Base into a maintenance hub for the rail system. California's population is estimated to double by 2050 to 60 Million people (dept. of finance). Severe congestion and potential pollution problems will be the result of a large population growth in California, therefore it is critical that a system like the high speed rail is developed to help reduce the cars on the road and create an efficient transportation environment that will support dynamic growth in the region. I look forward to engaging and supporting the proposed high speed Rail system through the various planning and approval processes, and hope that Merced can benefit from this rail system. Sincerely,
Roland Ramirez



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Name (please print): Robert A. Ramsay City: Fresno State: CA Zip: 93710

Title (if applicable): _____ Phone: 559-436-8316 Fax: same

Organization/Business (if applicable): _____ E-mail: _____

Address: 5515 N. Fresno St., #214

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☐ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

The high-speed rail line should come through Fresno on an elevated
viaduct in order to allow UP and BNSF enough room. This would mean
a two-storey station with Amtrak trains using the lower level (on
BNSF) and the hi-speed trains using the upper level directly overhead.
It would be a better design for passengers (escalators included) and
thus far more efficient. It would also allow plenty of room for
freight trains on both railroads to pass below.



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Name (please print): Mary K Rau City: Fresno State: CA Zip: 93204

Title (if applicable): _____ Phone: _____ Fax: _____

Organization/Business (if applicable): _____ E-mail: _____

Address: 552 W San Jose Fresno 93204

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☒ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

As a private citizen who travels frequently
to the bay area, I am all in favor of a high speed
Train. I realize that compliance with multi-level
regulations is a formidable task, but please push
on and do not lose sight of the vision!

Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on April 10, 2009.

BILINGUAL TAX SERVICES

English - Español

Notary Public

Translations

Merced, March 16, 2009

Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: San Jose to Merced HST Project EIR/EIS

Dear Mr. Leavitt:

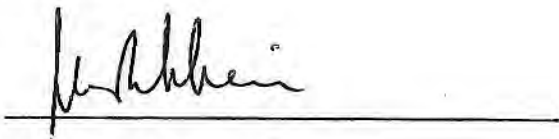
This letter is to provide comment for the California High Speed Rail Project. Our organization, Bilingual Tax Services, supports a High Speed Rail system for California and looks forward to seeing it become a reality. We also strongly support establishing a high speed rail station near or in the City of Merced and a maintenance hub at or near the former Castle Air Force base.

In review of the various documents and information available, we feel that the high speed rail system will:

- Help meet California's growing population and travel demands;
- Improve the movement of people, goods and services throughout the state;
- Improve capacity for reliable, safe and comfortable travel between major metropolitan areas;
- Maintain and improve quality of life for citizens of the Valley of California;
- Generate jobs for the residents of our state and Merced in particular;
- Help relieve increased traffic congestion; and
- Improve air quality by reducing pollution.

We support having a high speed rail system connecting Northern California, the Bay Area, and Southern California that runs through the San Joaquin Valley. Your consideration of these comments would be greatly appreciated.

Sincerely,



Mauricio H. Rehbein

FAX: 916-322-0827

2 pgs



CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY



U.S. Department
of Transportation
Federal Railroad
Administration

Merced-to-Bakersfield Scoping Comment Form

The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation measures, and environmental subject areas deserving attention.

Name (please print): Mauricio Rehsein City: Merced State: CA Zip: 95340
Title (if applicable): Owner Phone: 209-722-6120 Fax: 209-722-6102
Organization/Business (if applicable): Bilingual Tax Svs E-mail: bilingualtax@gmail.com
Address: 1744 G St. Ste B, Merced CA 95340

Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA
☐ March 25, Fresno CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

Please see attached


ATTN: Ms Carrie Pourvahidi Deputy Director
Merced-to Bakersfield High-Speed Train
Sacramento

Being a professional in Electronic and Digital Control Systems I see the Speed Rail together with the Main Base in Atwater, as a great help for this community at all levels: construction, law, medical, mechanic, electric, electronic technology, workers in all these and other professions.

We have the infrastructure into place, we have university and colleges to start training all those future professionals, plus administrative jobs as secretarial, supervisory, management.

Along with this I see the need for more housing as those salaried people will be able to buy the actual foreclosure, abandoned homes, and because the volume of professional, technical and other jobs will create a new phase in the economy for not only Merced but the surrounding communities. I can see an increase in the taxpayer base, where I am directly affected.

There is also a need to have this one other carrier of people and goods to alleviate the congestion in our highways and to avoid more pollution.



Mauricio Rehbein

Merced, April 10, 2009



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Name (please print): Joe Rivera City: Atwater State: CA Zip: 95301
 Title (if applicable): Councilman City of Atwater Phone: 209 357-1544 Fax: _____
 Organization/Business (if applicable): _____ E-mail: _____
 Address: _____

Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA

☐ March 25, Fresno CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

Castle would provide an excellent High-Speed Rail maintenance facility. Having one of the longest runways in the state would allow quick & easy access to the largest equipment, materials, parts, crews or experts needed to keep the High-speed rail running as efficiently as possible.



Thank you for attending today's meeting. The purpose of the scoping process is to provide government agencies and the public the opportunity to help identify possible issues, the overall scope and focus, and alternatives for consideration in the environmental review. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 10, 2009.

Meeting Date/Location

☒ March 18 - Merced ☐ March 25 - San Jose ☐ March 26 - Gilroy

Name (please print): Jose Rivero City: Atwater State: CA Zip: 95301

Title (if applicable): Councilman City of Atwater Phone: 209-357-1544 Fax: _____

Organization/Business (if applicable): _____ E-mail: _____

Address: _____

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Comment (please write clearly):

Castle would provide an excellent High-Speed Rail maintenance facility. Having one of the longest runways in the state, the largest equipment, materials, or parts could quickly be acquired for any High-Speed rail need.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team members, mail, or e-mail it to us at comments@hsr.ca.gov by close of business on April 10, 2009. In addition, you may comment verbally to the court reporter today. The comment period ends close of business on April 10, 2009.

Fold and Tape Completely Before Mailing



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Name (please print): CAROLYN ROMERSA City: P.O. Box 3433 PINEMLE State: CA Zip: 93650-3433
 Title (if applicable): (MEMBER OF NARURE) Phone: (559) 439-7123 Fax: N/A
 Organization/Business (if applicable): NARURE- NAT. ASSN. RET'D + VETERAN E-mail: N/A
RAILWAY EMPLOYEES
PRES. DON HEFFERNAN
 Address: 4956 E. WASHINGTON FRS. 93727-3059

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA
☐ March 25, Fresno CA ☐ March 26, Bakersfield, CA

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Please write clearly.

My Concerns:

1. I am for the High Speed Rail. ^(HSR) However:
 - A. I am told the High Speed Rail in Canada and Europe
are either underground or elevated. The HSR as
proposed here would make the same
mistake as is already in place: going through
the middle of towns. It is forgivable that
the rails are in the middle of town because the
(SP)UP&STEE were in place first. But now it is
unforgivable to compound the problem by adding trains into
 - B. Routes: Suggest if you cannot go to Visalia, run a
fast bus from Visalia to Hanford so Visalia to
Fresno work commuters can catch the HSR in
Hanford to go to Fresno.



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Name (please print): GREGORY K POST JR City: CHOWCHILLA State: CA Zip: 93640

Title (if applicable): _____ Phone: _____ Fax: _____

Organization/Business (if applicable): _____ E-mail: _____

Address: 23523 FAIRMead Blvd. Chowchilla CA 93640

Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA

☐ March 25, Fresno CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

I'm CONCERNED HOW THE HIGH SPEED RAIL
WILL ALL TIE TOGETHER AT THE 152 & 99
AREA. I LIVE IN THAT AREA SOYRS
Your Maps ARE NOT VERY CLEAR ON
THE LAND YOU ARE GOING TO NEED



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Name (please print): PAUL SATO City: FRESNO State: CA Zip: 93703
 Title (if applicable): LANDSCAPE ARCHITECT Phone: 559-227-5494 Fax: 559-222-5658
 Organization/Business (if applicable): FAST (FRESNO AREA SKY TRAIN) Email: psato2@pacbell.net
 Address: 2904 N. BUCKSTONE AVE

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☒ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices

Please write clearly:

THE CALIFORNIA HIGH SPEED RAIL WILL
CERTAINLY BE AN ALTERNATIVE TO FLYING
OUT OF FRESNO YOSEMITE AIRPORT. IT WILL
ALSO TIE INTO THE URBAN MAGLEV SYSTEM
IN FRESNO AND MADERA COUNTIES OUR
CORPORATION FAST (FRESNO AREA SKY TRAIN
IS PLANNING. FAST WILL BE USING ALL
THE MAJOR ARTERIALS IN FRESNO AND
MADERA COUNTIES. 27 PASSENGER
ELECTRIC BUSES WILL MAINTAIN THE
NEIGHBORHOODS AND FEED THE MAGLEV
SYSTEM. THE MAGLEV WILL FEED THE
HIGH SPEED RAIL AND AIRPORT.



Thank you for attending today's meeting. The purpose of the scoping process is to provide government agencies and the public the opportunity to help identify possible issues, the overall scope and focus, and alternatives for consideration in the environmental review. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 10, 2009.

Meeting Date/Location

☒ March 18 - Merced ☐ March 25 - San Jose ☐ March 26 - Gilroy

Name (please print): Anna M Sanchez City: Los Banos State: CA Zip: 93635

Title (if applicable): _____ Phone: (209) 385 5490 Fax: _____
Organization/Business: Merced Mayiposa County Asthma Coalition E-mail: agarcia@guhnc.org
(if applicable):

Address: 672 Santa Barbara Dr.

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Comment (please write clearly):

I see many air quality benefits with the HSR. I am very intrigued with the fact that there is no stop in Los Banos CA. As a resident I do believe that at least 60% of our population commutes to the bay area and many residents ~~are~~ ^{are} originally from the bay area. I would highly reconsider the Route through Los Banos it is very near "El Campo" the migrant camp. we must consider the residents that will be affected in that area and not make them any less. Its great technology and we may not need a bypass in Los Banos if we get a HSR stop available to the city residents. I do hope you consider this option. Thank you
Anna M Sanchez

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team members, mail, or e-mail it to us at comments@hsr.ca.gov by close of business on April 10, 2009. In addition, you may comment verbally to the court reporter today. The comment period ends close of business on April 10, 2009.



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Name (please print): Phillip Sanchez City: Clovis State: CA Zip: 93611

Title (if applicable): _____ Phone: (559) 291-9978 Fax: _____

Organization/Business (if applicable): _____ E-mail: _____

Address: 1522 Buckingham Ave.

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☒ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.
Please write clearly.

High Speed Trains will be a great alternative to driving, Airtraks, or flying
to northern and southern California.

Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on April 10, 2009.



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Name (please print): William C. Sanford City: Atwater State: CA Zip: 95301
Title (if applicable): Retired Phone: 209/357-0701 Fax: _____
Organization/Business (if applicable): _____ E-mail: wsanford@shglobal.net
Address: 146 Madrona Dr.

Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA

☐ March 25, Fresno CA ☐ March 26, Bakersfield, CA

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

I have a "truth in advertising" concern:
I understand the initial LA to SF route will run
south of Chowchilla.
I heard + read references to a Merced station.
I am unable to reconcile the two.
Honestly, how can a route south of Chowchilla
possibly have a Merced station?
Is anyone trying to mislead anyone?



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Name (please print): Kimely Sawtell City: Fresno State: CA Zip: 93703

Title (if applicable): _____ Phone: _____ Fax: _____

Organization/Business (if applicable): _____ E-mail: kbsquilt@gmail.com

Address: 1734 E. Cornell or kimely-sawtell@dot.ca.gov

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

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☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.
Please write clearly.

Calif clearly needs this project. It would save so much over driving - both resources & time (as well as my energy).

When considering location of the stations, ~~we~~ please look at commuter patterns and proximity to local bus lines for people to make connections to other areas (in & out of cities)

This would also be nice for vacation travel within the state



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Name (please print): Robert Slobodkin City: Fresno State: CA Zip: 93720
Title (if applicable): Director, FSES Center Phone: 559-278-4931 Fax: _____
Organization/Business (if applicable): CSU Fresno E-mail: rslobodkin@csufresno.edu
Address: _____

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA
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Please write clearly.

NOT TOO ENVIRONMENTAL.

① Don't miss the opportunity to link in
mult. modal transport hubs

ie FRANKFURT Airport = High Speed rail

= Regional rail

= local commuter rail
+ highway.

② At Palm Dale make routing provisions
to go through eventual Regional airport
that will in future decades take in international
transport from LAX.

③ Palm Dale to SAN DIEGO via CA JON MASS
option = keep it open as in addition
that way a S.A. to LAS Vegas line is
anticipated.

From: Michele Stehly [mailto:m.stehly@hotmail.com]

Sent: Sunday, April 05, 2009 1:51 PM

To: Valentine, Peter

Subject: High Speed train

Dear Mr. Valentine,

I would like to voice my concern about a proposed high speed train being put in along side the Santa Fe Rail Road tracks at the Merced/Madera county line. I recieved a map that indicated the proposed track would run along Highway 99. I feel very frustrated that my husband and myself were not notified about this.

Why weren't residence along the Santa Fe Rail Road tracks informed?

Since we were not notified about the switch from Highway 99 to the Santa Fe line, we need more time to voice our opinion.

Michele Stehly

559-760-7055

Rediscover Hotmail®: Get quick friend updates right in your inbox. [Check it out.](#)



Merced to Fresno Section
Environmental Review
CALIFORNIA 135 Main St
HIGH-SPEED RAIL
AUTHORITY

COMMENT CARD

San Jose to Merced High Speed Train Section
Environmental Review
Alternatives Analysis Public Meeting

San Francisco CA
94105
Suite 1600

Name: Michele Stehly

Organization: Rancher

(Optional)
Address: 21702 Ave 28

Phone: 559 665-1912

City/State/Zip: Chowchilla CA

Email: m.stehly@hotmail.com

To Whom it may concern:

1.) Hwy 99 is already congested.

2.) Hwy 99 is a shorter, more direct route.

3.) Along Santa Fe, we have many documented endangered species and pristine farm land.

Hwy 99 would be a more logical choice over Santa Fe.

Thank You,

Michele and Art Stehly

(Please use reverse side if additional space is needed.)



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Name (please print): Lizzy Tello City: Fresno State: CA Zip: 93722

Title (if applicable): _____ Phone: 824-5519 Fax: _____

Organization/Business (if applicable): _____ E-mail: freerangedchick

Address: 3558 W Cornell

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA

☒ March 25, Fresno CA ☐ March 26, Bakersfield, CA

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

First of all, every one here is very eager to answer questions! Thanks! I think high speed trains are a long time coming in the States, especially in California. For both business and pleasure, we travel throughout the state A LOT. I'm so happy that someone here finally decided to do something about the congestion, greenhouse gas emissions and travel time.

The only thing ~~that~~ I'm worried about, and it's the same with all major projects is the environmental impact this construction will have. It would be a shame if something to purport such environmental advances such as the HSR were to have a profound negative impact on our earth. But other than that, I can't wait!



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Name (please print): Greg Thompson City: Livermore State: CA Zip: 94550

Title (if applicable): _____ Phone: 925-447-2701 Fax: _____

Organization/Business (if applicable): _____ E-mail: gregt@alum.mit.edu

Address: 590 Regulus Road, Livermore CA 94550-6370

Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA

☐ March 25, Fresno CA ☐ March 26, Bakersfield, CA

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Please write clearly.

I support the decisions to prefer the UPRR N/S alternative as it better connects the downtown centers of the major cities which can help lead to stronger re-development of these areas. I also believe the Castle air force base is a good location for the major maintenance facility for the CHSRA system.

Finally while I do support the Pacheco Pass alignment in providing primary service into the bay area, I do think continuing to pursue interconnection with the existing ACE, and BART services in the Altamont Pass area is very important as well. Emphasize alignments and collocated stations to provide convenient transfers with airports, light rail, and other train transportation systems in California. Plus don't neglect long term parking. Unfortunately we are still very much a car-oriented society and we need to make it easy for people to use to help get them off the road.

Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on April 10, 2009.

Keep up the good work!



Thank you for attending today's meeting. The purpose of the scoping process is to provide government agencies and the public the opportunity to help identify possible issues, the overall scope and focus, and alternatives for consideration in the environmental review. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 10, 2009.

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Name (please print): Greg Thompson City: Livermore State: CA Zip: 94550

Title (if applicable): _____ Phone: 925-447-2701 Fax: _____

Organization/Business (if applicable): _____ E-mail: gregt@alum.mit.edu

Address: 590 Regulus Road, Livermore CA 94550-6370

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Comment (please write clearly):

The most important feature to me is its interconnection with existing transportation services including ACE, Bart, CalTrain, Amtrak, Light Rail, and other services. I strongly suggest an emphasis be placed on alignments and stations that provide convenient connects with other systems, much like BART connecting into SFO and Oakland airports. Also believe that routes that go through major metropolitan centers and can help re-vitalize them with new businesses, apartments, and local business growing up around these transportation hubs. Also don't skip on parking. Our society here today is very much car based and it will be difficult to get people to start using high speed rail if they can't conveniently get to and from it with reasonable long term parking services sufficient for the 1 or 2 week trips they may wish to take to Disneyland, San Francisco, LA, San Diego and other destinations. Having traveled in Europe, I strongly support California finally getting high speed efficient rail services.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team members, mail, or e-mail it to us at comments@hsr.ca.gov by close of business on April 10, 2009. In addition, you may comment verbally to the court reporter today.

The comment period ends close of business on April 10, 2009.

Keep up the good work

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 4:03 PM
To: Kris Livingston
Subject: FW: Merced to Bakersfield HST

From: Michelle Thompson [mailto:mthompson590@comcast.net]
Sent: Monday, April 06, 2009 2:14 PM
To: HSR Comments
Subject: Merced to Bakersfield HST

Thoughts on making the high speed rail user friendly and green:

My husband and I have been fortunate to travel quite a bit in Europe, some in Asia and a few other places around the world. When in Europe and Asia we have delighted in travel that involved the trains and buses. Everything seems to run efficiently and on time. Best of all, when you arrive at most locations, connections to other modes of public transportation are easy.

Please be sure as you plan this project that you remember to connect rail, bus and air terminals. Most effective would be to co-locate these places in every city and community. Nothing deters people more from using public transportation than the realization that at the end of your trip there is absolutely no where to go, unless you have access to your own private vehicle.

We could soon be using our private cars exclusively for trips around our neighborhoods if our public transportation system is improved to connect population centers and provide something like the MIT CityCar <http://cities.media.mit.edu/> or other rental cars for use in neighboring communities. <http://cities.media.mit.edu/> Perhaps even better, we could use public transportation in our own communities too.

Our family is considering a second home in Merced, in part because of the high speed rail. We are excited about the prospect of traveling the United States via rail and bus from our vacation home in Merced.

We thought we could start using Amtrak right away from Merced to visit our daughter and her family who live near Salt Lake City. We were amazed to learn that we could only travel from Merced to Stockton via rail. In order to travel from Merced to Salt Lake City via Amtrak we would need to disembark in Stockton, go by bus from Stockton to Sacramento, and then board a train in Sacramento. The rail lines for Amtrak do not currently connect between Stockton and Sacramento. Whose bright idea was this?? From Merced to our other daughter's home in Oceanside it would be similar, requiring a bus ride over the grapevine route. This factor of public transportation, connecting population centers, should not require rocket science. Trains go over the grapevine route carrying freight. They should also carry people.

I've also heard some great things about electric trains that are being built by GE for China. There also seems to be a hybrid in the works, but not sure if they will have the speed needed for the high speed rail. If anyone has any clout with Amtrak I hope they are strongly pushing the electric trains now.

<http://cleantech.com/news/companies/general-electric>

So, please consider using common sense, to ensure that all the expense on infrastructure will not be wasted but will instead promote practical travel throughout our state. The high speed rail should be, if planned wisely, one important element in the creation of a smooth California travel experience. As travel throughout our state improves, California's ability to efficiently transport everyone will likely bring in citizens from other states and other countries to live, work and play in California's beautiful communities and parks. Enabling citizens of the world to move efficiently throughout our great state will provide additional benefits in direct and tax revenues to the citizens of California.

As a resident of California all of my life, I am so excited about efforts being made, like the high speed rail project, to improve the lives of California residents. Thank you for considering my thoughts on this fantastic project.

Michelle Thompson
Current resident of Livermore, California



CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY



U.S. Department
of Transportation
**Federal Railroad
Administration**

Merced-to-Bakersfield Scoping Comment Form

The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation measures, and environmental subject areas deserving attention.

Name (please print): DIANE THORNHILL City: MERCED State: CA Zip: 95340-4135
Title (if applicable): _____ Phone: 2099474818 Fax: _____
Organization/Business (if applicable): _____ E-mail: _____
Address: 1515 STRETCH RD

Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☐ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

GREAT IDEA - I WILL SUPPORT THE PROJECT
HOWEVER I CAN



CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY



U.S. Department
of Transportation
**Federal Railroad
Administration**

Merced-to-Bakersfield Scoping Comment Form

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Name (please print): FRANK VIERRA City: LIVINGSTON State: CA Zip: 95334
 Title (if applicable): MAYOR Pro Tem Phone: (209) 769-9368 Fax: (209) 394-4369
 Organization/Business (if applicable): CITY OF LIVINGSTON, CA E-mail: FVIERRA@MUNSD.K12.CA.US
 Address: P.O. Box 542 Livingston, CA 95334

Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.
☐ March 25, Fresno CA ☐ March 26, Bakersfield, CA

Please write clearly.

The maintenance facility needs to be located at the Castle Airbase facility - No need to acquire land when you have this type of location available.

Would like to see the rail line completed at the same time from Sacramento to Los Angeles - since population projections are mainly to be centered along the 99 Corridor.

More inclined to support an Altamont pass connection to the bay area than the Pacheco Pass Corridor.

This system is greatly needed for the growing populations of the Central Valley.

Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on April 10, 2009.

What are the problems with noise and

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:44 PM
To: Kris Livingston
Subject: FW: Merced to Bakersfield HST
Attachments: Scan001.PDF

From: Weech John [mailto:JWeech@CFBF.com]
Sent: Friday, April 10, 2009 2:09 PM
To: HSR Comments
Cc: Maggard Michelle
Subject: Merced to Bakersfield HST

Attached are California Farm Bureau Federation's scoping comments on the Merced to Bakersfield HST. Please contact me if you have any questions regarding this submission.

John

John R. Weech
Associate Counsel
Natural Resources and Environmental Division
California Farm Bureau Federation
2300 River Plaza Drive
Sacramento, CA 95833
(916) 561-5653
Fax: (916) 561-5691
E-mail: jweech@cfbf.com
www.cfbf.com



CALIFORNIA FARM BUREAU FEDERATION

NATURAL RESOURCES AND ENVIRONMENTAL DIVISION

2300 RIVER PLAZA DRIVE, SACRAMENTO, CA 95833-3293 • PHONE (916) 561-5665 • FAX (916) 561-5691

April 10, 2009

Via Email Only
comments@hsr.ca.gov

Mr. Dan Leavitt, Deputy Director
Attn: San Jose to Merced
California High-Speed Rail Authority
925 L. Street, Suite 1425
Sacramento, CA 95814

Ms. Carrie Pourvahidi, Deputy Director
Attn: Merced to Bakersfield
California High-Speed Rail Authority
925 L. Street, Suite 1425
Sacramento, CA 95814

Re: *Scoping Comments on the San Jose to Merced HST Project and the Merced to Bakersfield HST Project*

Dear Mr. Leavitt and Ms. Pourvahidi:

The California Farm Bureau Federation ("Farm Bureau") is a non-governmental, non-profit, voluntary membership California corporation whose purpose is to protect and promote agricultural interests throughout the State of California and to find solutions to the problems of the farm, the farm home and the rural community. FARM BUREAU is California's largest farm organization, comprised of 53 county Farm Bureaus currently representing over 32,000 farm families and more than 85,000 individual members in 56 counties. FARM BUREAU strives to protect and improve the ability of farmers and ranchers engaged in production agriculture to provide a reliable supply of food and fiber through responsible stewardship of California's resources.

Farm Bureau, through its several California County Farm Bureau constituents, has members that will be directly impacted by this project.

Farm Bureau appreciates the opportunity to submit these scoping comments on the scope of the San Jose to Merced and Merced to Bakersfield HST Project EIR/EIS. This EIR/EIS will tier from the Final Statewide Program EIR/EIS and the Final Bay Area to Central Valley HST Program EIR/EIS in accordance with Council on Environmental Quality ("CEQ") regulations (40 C.F.R. 1508.28) and California Environmental Quality Act ("CEQA") Guidelines (14 C.C.R. Sec. 15168[b]).

- **Accurate and Complete Identification of Agricultural Resources:** The agricultural lands surrounding the route of the San Jose to Merced and Merced to Bakersfield HST Project must be accurately and completely depicted. The California Department of Conservation ("DoC"), through the farmland Mapping and Monitoring Program ("FMMP"), monitors changes in Prime farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance. The EIR/EIS must incorporate the FMMP Maps as a basis for its analysis. The acreage of farmland that will be converted and/or impacted from this project must be included in the EIR/EIS. Additionally, any other changes in the existing environment due to the project which, due to their location or nature, could result in conversion of agricultural to nonagricultural use must also be examined.

Farm Bureau also recommends that an agricultural impact discussion for areas outside Important Farmland Map boundaries be based on the agricultural land definition in the Williamson Act.¹ This would also be in accordance with the definition of "agricultural land" in CEQA. Public Resources Code Section 21060.1 provides:

- (a) "Agricultural land" means prime farmland, farmland of statewide importance, or unique farmland, as defined by the United States Department of Agriculture land inventory and monitoring criteria, as modified for California.
 - (b) In these areas of the state where lands have not been surveyed for the classifications specified in subdivision (a), "agricultural land" means land that meets the requirements of "prime agricultural land" as defined in paragraph (1), (2), (3), or (4) of subdivision (c) of section 51201 of the Government Code.
- **Accurate and Complete Analysis of All of the Impacts:** The impact analysis in the EIR/EIS must not be limited to the amount of area that would be physically occupied by the rail line. The analysis should consider the construction of ancillary facilities and supporting infrastructure, as well as growth-inducing impacts. It is evident that when people are offered efficient transportation to jobs and cities, lower cost lands, such as agricultural lands, are quickly developed for housing and other residential and commercial use. This potentially significant impact must not be overlooked. Furthermore, the permanent and temporary disturbances caused directly by construction activities must be fully analyzed in the EIR/EIS.
 - **All Impacts to Agricultural Resources Must be Fully Mitigated:** All mitigation measures proposed in the EIR/EIS to address the impacts to agricultural resources must be fully described and must fully mitigate for the impacts. A project of this magnitude has the potential to convert significant amounts of agricultural land to nonagricultural use. To address this, sufficient funding must be allocated for mitigation of agricultural land loss on a per acre basis. In other words, for every acre of agricultural converted to

¹ The California Land Conservation Act of 1965 (Government Code Section 51200 *et seq.*), commonly known as the "Williamson Act." The Williamson Act will be discussed *infra*.

nonagricultural use, an acre of similar or better agricultural land must be permanently reserved through an agricultural easement.

- **This Project Must Comply With the Williamson Act:** The Williamson Act provides a tax incentive for the voluntary enrollment of agricultural and open space lands in ten year contracts between local government and landowners. The contract enforceably restricts the land to agricultural and open space uses and defined compatible uses. A project such as this high speed rail would not be compatible with the Williamson Act. Each local government that participates in the Williamson Act designates certain boundaries within their jurisdictions as "agricultural preserve" and land within these boundaries can be enrolled in the Williamson Act. Once enrolled, local governments calculate the property tax assessment based on the actual use of the land instead of the potential land value assuming full development.

A Williamson Act contract lasts a minimum of ten years, and automatically renews each year, so that a minimum ten year contract is always in effect. A nonrenewal of the contract can be filed by either the landowner or the local government. Unless the contract is cancelled², the restrictions on the use of the property continue for the life of the contract.

Any discussions regarding mitigation for this project must include a discussion of the Williamson Act's policies regarding public acquisition of, and locating public improvements within, agricultural preserves and on lands under Williamson Act contract.³ In addition to disfavoring locating public improvements in agricultural preserves, a public agency must consult with the Director of the Department of Conservation whenever it appears likely that a public improvement may be located in an agricultural preserve.

At a minimum, the EIR/EIS must include the following specific information on the agricultural preserves and Williamson Act contracts in the project area: (1) a map detailing the location of agricultural preserves and Williamson Act contracted land with each preserve. The document must also calculate the total amount of acreage under contract, according to land type (prime or non-prime), that could be either directly or indirectly impacted by this project; and (2) the impacts that public acquisition of areas under Williamson Act contracts would have on nearby properties also under contract. This analysis is similar to the "growth-inducing" impacts analysis under CEQA.

- **Public Acquisition of Property for this Project Must be Limited:** It is unclear at this time how much private property will have to be acquired for this project. The least environmentally damaging and practicable alternative must maximize the use of property

² The Williamson Act contract cancellation process is outlined at Gov. Code §§ 51280 *et seq.*, and requires a specific set of findings which often includes environmental review pursuant to CEQA.

³ Gov. Code §§ 51290 *et seq.* contains the state policy against locating public improvements in agricultural preserves and prescribes the requirements that any public agency must take before locating public improvements in agricultural preserves.

April 10, 2009

Dan Leavitt / Carrie Pourvahidi

San Jose to Merced HST Scoping Comments

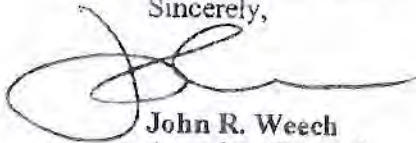
Merced to Bakersfield HST Scoping Comments

already owned by the government before acquiring private land. For land under Williamson Act contract, Government Code Section 51291(c) spells out the requirements for government acquisition of land under contract (*see also* Gov. Code § 51292 for the findings to be made before acquisition). These requirements must be strictly adhered to whenever any property under contract is acquired for this project.

- **Significant and Cumulative Impacts to Groundwater Resources:** The EIR/EIS must also analyze the impacts of this project to water quality. This includes water supply and water quality. This analysis must involve an examination of water supply impacts the project may have, and how that might impact the water supply otherwise available for production agriculture as well as alternatives for mitigation such as increased recharge.
- **Social and Economic Impacts Must be Analyzed:** The siting of a high-speed rail through agricultural lands will greatly impact the agricultural industry as a whole, as well as local rural communities. These impacts can be far-reaching and include a loss of jobs, a loss of sales tax revenue which leads to a loss of social services, and a loss of agriculturally-related businesses. Such socio-economic impacts and interrelated with the proposed effects on the physical environment and thus, must be evaluated in the EIS. (40 C.F.R. section 1508.14, [When socioeconomic effects are interrelated with other effects on the physical environment, then all of these impacts should be addressed together in the EIS].)

Thank you for the opportunity to provide comment on these concerns. We would like to request timely notice of all future meetings and review dates regarding the EIR/EIS and subsequent meetings that are part of the CEQA/NEPA process regarding the proposed complex.

Sincerely,



John R. Weech
Associate Counsel

JRW:mmm



CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY



U.S. Department
of Transportation
**Federal Railroad
Administration**

Merced-to-Bakersfield Scoping Comment Form

The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation measures, and environmental subject areas deserving attention.

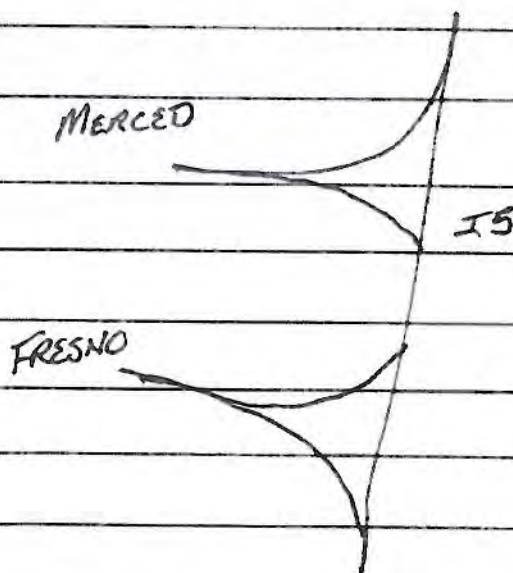
Name (please print): DAVID WEISSER City: HANFORD State: CA Zip: 93230
 Title (if applicable): PUBLIC WORKS SUPERINTENDENT Phone: (559) 351-3326 Fax: _____
 Organization/Business (if applicable): CITY OF FOWLER E-mail: DWEISSER@CI.FOWLER.CA.US
 Address: _____

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA
☒ March 25, Fresno, CA ☐ March 26, Bakersfield, CA

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

WHY NOT BUILD NEAR I5 THROUGH THE VALLEY, IT WOULD
 BE A LOT CHEAPER. HAVE TRUCKS BRANCH OUT INTO
 FRESNO AND MERCED.



Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on April 10, 2009.



**CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY**



**U.S. Department
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Name (please print): Diana Westmoreland City: _____ State: _____ Zip: _____

Title (if applicable): _____ Phone: 209-723-3001 Fax: _____

Organization/Business (if applicable): _____ E-mail: _____

Address: 1931 Warden Ct Merced CA 95340

Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA

☐ March 25, Fresno CA ☐ March 26, Bakersfield, CA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

I am not supporting the Pacheco Pass route. The HSR needs to come up the SJ Valley from LA to the Altamont Pass, avoiding our wetlands & farmland that work cooperatively in Merced County. A statewide project needs statewide policies that will protect the farmland that provides the ability to feed ourselves. The ^{state} policies need to stop sprawling development in the local jurisdictions. We are living the results of dialing for development dollars in Merced County. It is not a pretty picture that we have been left with. Incentives for thoughtful development must accompany any HSR project. We must decide where we are going to plant our food and where we are planting people. The HSR

Thank you for your participation in this important process. Please leave your form at the sign-in table or mail it to us as soon as possible in order to ensure that your comments are included in our studies. The scoping period closes on April 10, 2009.

cannot be used to commute people from the SJ Valley to LA or the Bay Area. Commuter communities →

Merced to Bakersfield High-Speed Train Project Comment Form



CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY

925 L Street, Suite 1425
Sacramento, CA 95814
(916) 324-1541

Place
Stamp
Here

do not pay their way. The Europeans have a successful HSR system because they have not built on their farmland. Moving people north and south cannot beat the expense of our ability to feed ourselves. The SJ Valley is the last one → there are no more valleys over the hills. Protecting our working landscapes must be our #1 priority for all California residents.

ATTN: Ms. Carrie Pourvahidi, Deputy Director
Merced-to-Bakersfield High-Speed Train
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814



April 8, 2009

California High-Speed Rail Authority
Dan Leavitt, Deputy Director
Attn: Merced to Bakersfield HST Project EIR/EIS
925 L Street, Suite 1425
Sacramento, CA 95814



Re: Union Pacific Railroad Scoping Comments
For Merced to Bakersfield Joint EIR/EIS

Dear High-Speed Rail Authority:

Union Pacific Railroad Company submits the following comments in response to the High-Speed Rail Authority's (Authority) Notice of Preparation pursuant to CEQA dated February 23, 2009, concerning the Project Environmental Impact Report/Environmental Impact Statement for the Merced to Bakersfield segment of the high-speed train system (HSR). These comments also should be considered as responding to the Notice of Intent pursuant to NEPA as published by the Federal Railroad Administration in the Federal Register. Union Pacific understands that the Authority and the FRA will jointly prepare the EIR/EIS for this project.

Union Pacific Railroad Company (Union Pacific) is a Delaware corporation that owns and operates a common carrier railroad network in the western half of the United States, including the State of California. Specifically, Union Pacific owns and operates rail main lines connecting the San Francisco Bay Area to Sacramento and points east and north, and to Los Angeles and points east and southeast. Union Pacific is the largest rail carrier in California in terms of both mileage and train operations. Union Pacific's rail network in the Bay Area and the Central Valley is vital to the economic health of California and the nation as a whole. Union Pacific's rail service to customers in the Bay Area and Central Valley is crucial to the future success and growth of those customers.

Union Pacific previously submitted comments on the Bay Area to Central Valley HST Program EIR/EIS by letter dated July 7, 2008, from Mr. Scott Moore to Mr. Quentin L. Kopp of the Authority's Board (copy attached). Union Pacific reaffirms these comments and hereby incorporates them within this letter. By letter dated May 13, 2008, to Mr. Mehdi Morshed, the Authority's Executive Director (copy attached), the undersigned stated that it was not in Union Pacific's best interests to permit any proposed high-speed rail alignment on our rights of way. Union Pacific's position on this matter remains the same.

Union Pacific submits the following comments with reference to the scoping of the joint EIR/EIS for the Merced to Bakersfield segment of the high-speed rail system. These comments are submitted on the assumption that Union Pacific's Fresno Subdivision main line is under study for the HSR alignment. To the extent that the preferred HSR alignment is within or adjacent to the

Burlington Northern Santa Fe Railway Company right of way along this segment, Union Pacific expresses no opinion and these comments would be inapplicable.

- 1) Union Pacific owns the Fresno Subdivision right of way in fee simple between Sacramento and Bakersfield. Union Pacific controls the operation and maintenance of this subdivision. No other carrier or government agency has the right to permit other railroads or rail operators to use any part of this right of way. This single track, CTC-dispatched main line serves the major cities of Stockton, Modesto, Turlock, Merced, Chowchilla, Madera, Fresno, Tulare and Bakersfield. Union Pacific understands, based on the Notices of Preparation for this segment and for the San Jose – Merced segment, that the Authority is considering Union Pacific's Fresno Subdivision for the HSR alignment between Merced, Madera and Fresno, in the central Fresno area, and potentially from Fresno to Bakersfield. Confirming Union Pacific's prior statements, both written and oral, we will not voluntarily make these or any part of the Fresno Subdivision available for the high-speed rail alignment.
- 2) For the majority of its length between Merced and Bakersfield, the Fresno Subdivision right of way is 100 feet in width, with limited wider zones in towns and cities for station grounds. At locations between cities where the right of way is wider, the outer portions generally have been given over to public highways or other utility uses. State Highway 99 closely parallels the Fresno Subdivision between Merced and Fresno, and between Kingsburg and Bakersfield.
- 3) Major rail shippers are located along the Fresno Subdivision. In many instances, these shippers have constructed large unloading and storage facilities, including facilities for feed, grain, and ethanol. These facilities are immediately adjacent to the right of way, generally on the side away from Highway 99. The HSR alignment on or adjacent to the Fresno Subdivision potentially would terminate Union Pacific's ability to serve these shippers, and future shippers needing rail service, leading to serious economic loss to shippers, consumers, the state and the railroad.
- 4) In the Fresno metropolitan area, Union Pacific owns and operates a major freight yard which is crucial to its ability to serve customers on the Fresno Subdivision. This yard, located in the northern part of the city, also serves as a consolidation point for freight shipments to and from regional and short line railroads such as the San Joaquin Valley Railroad. Loss of this consolidation point would be a serious obstacle to these smaller rail carriers. As a result, this yard is not available in whole or in part for the HSR alignment; it is reserved for present and future railroad operation. The right of way north and south of the Fresno Yard, traversing numerous city streets, is reserved for Union Pacific and regional carrier freight operations as well. Union Pacific does not intend voluntarily to make any part of its Fresno area right of way or yard available for the HSR alignment.

Union Pacific likewise is not interested in a consolidated rail corridor in Fresno with any other rail user.

- 5) As a common carrier railroad, Union Pacific is subject to federal law governing abandonment or discontinuance of freight operations. Specifically, the Interstate Commerce Commission Termination Act (49 USC §10501 et seq.) prohibits a railroad from abandoning or discontinuing freight services over main or branch lines of railroad without authority from the federal Surface Transportation Board (STB). Union Pacific's operations over the Fresno Subdivision main line are subject to STB jurisdiction. The Authority may not undertake any action that effectively requires or causes Union Pacific to abandon or discontinue freight service on or over any portion of the Fresno Subdivision unless prior authority from the STB has been obtained. Union Pacific will deem any attempt by HSR to interfere with Union Pacific's operation over the Fresno Subdivision, including service to shippers, or to appropriate any part of its right of way by eminent domain, as an attempt to force a de facto abandonment of freight service in violation of federal law.
- 6) The Authority must be aware of the following matters as it prepares the EIR/EIS:
 - a. Slow speed freight trains and high-speed trains are incompatible on the same tracks at any time and at any location, including at-grade cross-overs. Union Pacific requires overhead clearance of 23 feet 6 inches, which is higher than the Authority contemplates for its electrical system. The Authority must provide grade-separated cross-overs for freight trains at necessary locations. The Authority must not contemplate operation of freight trains on any HSR trackage at any time (and vice-versa). If necessary, completely separate freight trackage must be provided. HSR must comply with all applicable FRA regulations with regard to freight trackage.
 - b. Union Pacific does not believe it is possible or practical to devise any mitigation measures which will permit shared use of any part of the Fresno Subdivision right of way. Union Pacific will not voluntarily make this right of way available to HSR under any circumstances.

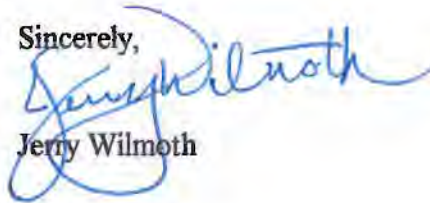
The map attached to the Notice of Preparation (Figure 1) for the San Jose – Merced segment of the HSR indicated that Union Pacific's main line right of way would be utilized by HSR northward from Chowchilla (Henry Miller Road) to Merced. Union Pacific's scoping comments herein are fully applicable to the Chowchilla – Merced segment.

Jerry Wilmoth
General Manager Network Infrastructure

Union Pacific is confident that its concerns listed herein will be fully addressed by the Authority and FRA during the EIR/EIS process. Union Pacific is willing to meet with the Authority and FRA to discuss its concerns about high-speed rail operation and to better understand the Authority's intentions regarding use of Union Pacific rights of way. Following such meeting, Union Pacific will be glad to consider all future requests by the Authority for information concerning operations, construction standards and mapping data.

Please direct all requests and correspondence to the undersigned.

Sincerely,



Jerry Wilmoth



CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY



U.S. Department
of Transportation
**Federal Railroad
Administration**

Merced-to-Bakersfield Scoping Comment Form

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Name (please print): Anna Wimpey City: Fresno State: CA Zip: 93706
Title (if applicable): _____ Phone: 559-496 0714 Fax: _____
Organization/Business (if applicable): _____ E-mail: anna.w@sbcglobal.net
Address: 28 E. Willamette

Meeting Date and Location: ☐ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia, CA

☒ March 25, Fresno, CA ☐ March 26, Bakersfield, CA
☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

My concern is for the section connecting Fresno to Hanford. This area is populated with small communities within Fresno County.

Studies are needed for the effects this project will have on the ability to maintain cohesiveness of these rural established communities.

Maximize access routes so continued participation of these communities and their shared functions can be nurtured. There are important familial and cultural connections between Malaga, Easton, Cusuthers, Fowler, Selma, Hanford & Riverdale.



CALIFORNIA
HIGH-SPEED RAIL
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U.S. Department of
Transportation
**Federal Railroad
Administration**

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Name (please print): HERB WOOD City: MERCED State: CA Zip: 95348
 Title (if applicable): _____ Phone: 384-7961 Fax: _____
 Organization/Business (if applicable): _____ E-mail: hwoodca@hotmail.com
 Address: 797 NORTHWOOD

Meeting Date and Location: ☒ March 18, Merced, CA ☐ March 19, Madera, CA ☐ March 24, Visalia CA
☐ March 25, Fresno CA ☐ March 26, Bakersfield, CA

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please write clearly.

MY PREFERENCE FOR maintenance - CASTLE

WHAT WILL BE INITIAL EFFECTS ON CURRENT
AMTRAK

100 MILLION RIDERS = APPROX 3 TIMES STATE POPULATION
ESTIMATE MAY BE OVERLY ENTHUSIASTIC

HOW WILL TICKET COSTS COMPARE TO CURRENT AMTRAK

APPENDIX I

Record of Verbal Public Scoping Comments

Appendix I: Record of Verbal Scoping Comments

Commenter (Last Name, First Name)	Agency/Organization
<i>Fresno Scoping Meeting</i>	
Butticci, Adua	
Clement, Eddie	
Harding, Loran	
Jeffries, Robert	
Jimenez, Anthony	
Kroll, Dwight	
Louie, Leonard	
Mendez, Jess	
Merrill, Diane	
Molina, Julie	
Negrete, Paul	
Parker, Bill	
Perez, Lupe	Fresno Redevelopment Agency
Raymond, John	
Romersa, Carolyn	
Yanez, Erica	
<i>Madera Scoping Meeting</i>	
Gould, Norman	
Lawson, Ronald	Chowchilla Planning Commission
Wattenbarger, Bill	
<i>Merced Scoping Meeting</i>	
Delgadillo, Jose	
Forrest, Kim	
Hendricks, Christie	
Maiorino, Joseph	
Mendoza, John Pierre	
Terhune, Jeremy	Defenders of Wildlife (San Jose to Merced Segment)
Wellman, Greg	City of Atwater
Westmoreland-Pedroza, Diana	Merced County Farm Bureau

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THE HIGH SPEED RAIL AUTHORITY ENVIRONMENTAL
SCOPING MEETING MERCED TO BAKERSFIELD SECTION

Taken at

Fresno Convention Center-Exhibit Hall
848 M Street
Fresno, California

wednesday, March 25, 2009, 3:00-7:00 P.M.

Reported by:

Jeana Maciel, CSR #13327

Fresno.txt
(COMMENT 1, MAILING LIST)

MR. CLEMENT: Eddie Clement. 1361 N. Hulbert Avenue, Fresno, CA 93728.

Myself and the Carpenters Union of Northern California back this project 110 percent and we look forward to being a part of it. We can't wait to see this thing get started and completed.

And if it goes through Fresno, it seriously needs to go through the downtown area, specifically near China Town. That would help with the redevelopment of Fresno, as well as it would also keep this city on board with their project.

(COMMENT 2, MAILING LIST)

MR. MENDEZ: Jess Mendez, J-e-s-s, Mendez M-e-n-d-e-z. The business address is 1920 Ventura, Fresno, California, 93721.

I have a property located at 1920 Ventura and it is close to where the proposed area is. And if they want to acquire the property and if they are interested, they can contact me. I'll be willing to sell. Area code (559) 268-6661. Cell number is (559) 681-5938. Just that if they are interested in my property, they can contact me and we can sit down and

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see what they offer me for the property. Approximately it is an acre. It is right on the corner off Broadway and Ventura.

Fresno.txt
(COMMENT 3)

5
6 MR. JIMENEZ: Anthony Jimenez, J-i-m-e-n-e-z.
7 My father Jesse Mendez would like to offer his
8 property as a maintenance facility or a supply yard,
9 whatever. That is basically it.

10
11 _____
(COMMENT 4)

12 MS. BUTTICCI: A-d-u-a, first name, last name
13 is B-u-t-t-i-c-c-i. 654 East Home Avenue, Fresno,
14 93728.

15 I just -- fantastic. I can't wait for it to
16 happen so I can go to LA and San Francisco. And it
17 will reduce the fog congestion and it will be a great
18 thing for the valley.

19
20 _____
(COMMENT 5, MAILING LIST)

21 MS. MOLINA: Julie Molina. Address 8308 North
22 Victor Avenue, Fresno, 93711.

23 My comment is that it is long overdue. We are
24 very happy to see this.

25 Amtrak is a good source of transportation but

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1 it has problems getting people places on time. And
2 also, as I get older I want to drive less and so it is
3 heaven for senior citizens.

4
5 _____
(COMMENT 6, MAILING LIST)

6 MR. NEGRETE: Paul A. Negrete. Address 2500
7 Stanislaus Avenue, Fresno, California, 93721.

8 Mailing list address is 1414 West Swift
9 Avenue, No. 208, 93704 Fresno.
10 And then I would like to be put -- can I have
11 another address? D'Leon Consulting Engineers and that
12 address is 3605 Long Beach Boulevard, Suite 235, Long
13 Beach, California, 90807.
14 My comment is the relationship between this
15 project and employment. Okay.
16 The area where the hub is proposed to be has a
17 high unemployment rate and high poverty rate. It would
18 be great if the project would way out in advance
19 interphase with the local training agencies to develop
20 employment opportunities via training for those
21 specific careers. This would increase the
22 acceptability of the project. This would increase the
23 interphase with the population living where the project
24 is being developed and would also help to mitigate
25 displacement issues.

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1 And if the project would take into account
2 those individuals being displaced, given their
3 employability, we would see great community and public
4 relations.
5 _____
6 (COMMENT 7)
7 MS. YANEZ: Erica Yanez, Y-a-n-e-z. 123 East
8 Michigan Avenue, Fresno, 93704.
9 They did a great job presenting information
10 they had to the public today. I think that probably

11 more of these are needed. I think that a lot of the
12 time when people see the briefs that they get on the
13 news and in the paper is sometimes left wondering if
14 that could be taking place and when it will.

15 And they did a really good job explaining
16 that. I'm definitely leaving with a lot of information
17 that I didn't have before.

18 Obviously, though, the further along they go,
19 more of these will be presented. I think the video was
20 a really good representation of what it is going to
21 look like. More of those, you know, I think more of
22 those would be good.

23

(COMMENT 8, MAILING LIST)

24 MR. JEFFRIES: Robert Jeffries,

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1 J-e-f-f-r-i-e-s. Address 6730 South Maple, Fresno,
2 93725.

3 My comment mainly would be the noise, okay,
4 and I didn't understand that it would be either
5 elevated or whatever so -- the noise consideration, the
6 whistles, if it could -- if it could stop the freight
7 whistles that I hear today, because we're just a
8 quarter of a mile from the tracks, if it could stop
9 some of that which are super annoying, you know?
10 Double pane windows don't shut it out. So that would
11 be a big concern for us.

12 Without knowing more about what it is, no,
13 that would be a major concern is the noise factor. And

14 it is going to take quite a bit of farm property with
 15 it, which is shrinking. And I'm not in favor of that.
 16 I'm a farmer. And I live a quarter of a mile of where
 17 it is going to go through. And I would imagine it will
 18 devalue my property considerably, too, and that is also
 19 a concern.

20 And I'm also concerned about the -- well, it
 21 would be I don't how to say it. The crossings that
 22 exist now that not too many roads will be shut off for
 23 our access east and west, such as Adams and Manning and
 24 Lincoln -- I don't know about Lincoln, but that is a
 25 concern because we travel across the tracks almost

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1 daily. We go toward Easton, which is west of Clovis.
 2 well, I live on Maple so I have to go across the
 3 tracks. I hope that this won't block too many
 4 intersections. That would be a grave concern to me.

5

 (COMMENT 9, MAILING LIST)

6
 7 MS. ROMERSA: Carolyn, C-a-r-o-l-y-n, last
 8 name Romersa, R-o-m-e-r-s-a. P.O Box 3433, Pinedale,
 9 California, 93650.

10 To either run a line through Visalia -- or
 11 from Visalia to Hanford. Yeah, run a line through
 12 Visalia or run a bus line, a quick bus line, from
 13 Visalia to Hanford so they can pick it up and go from
 14 Hanford to Fresno. Because there is a lot of people in
 15 Visalia who work in Fresno. And right now they've
 16 gotten commuter busses together, you know, nine people

17 in a bus. And they would really like the high speed
18 railroad. It would get them here faster.

19

(COMMENT 10, MAILING LIST)

20
21 MR. PARKER: Bill Parker. 1272 East Loma
22 Linda, Fresno, 93720.

23 I have two comments or suggestions, actually.

24 To locate a maintenance facility in the
25 southeast section of Fresno, perhaps in the east end or

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1 Calwa area.

2 There are industrial parks and redevelopment
3 zones the city may be able to provide land or
4 incentives that reduce cost in developing in those
5 areas.

6 Also, there is a larger employment pool and
7 technical pool in a major metro area than there is in
8 smaller rural towns such as Merced or Madera.

9 Locating the maintenance facility in a major
10 metro area would be a greater draw to possible
11 employees than relocating to smaller rural locations.

12 And then my second comment or suggestion would
13 be a question, I suppose. Is it possible to use the
14 historic Southern Pacific Depot in downtown Fresno as
15 the intermodal facility for the high speed rail?

16 That site is historic because it is the
17 birthplace of Fresno. It is where Fresno was
18 originated. And the building is on the national and
19 local historic registers. And there are multiple lots

20 on either side of the main line that have been
21 designated by the planning department for public
22 parking. And this is the area that is scheduled for
23 redevelopment in the downtown general plan. So that's
24 it.

25

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1 (COMMENT 11, MAILING LIST)

2 MS. PEREZ: Lupe Perez and I'm with the
3 Redevelopment Agency. Business address 2344 Tulare
4 Street, Suite 200, Fresno, 93721.

5 I'm supportive of the proposed site that they
6 are looking at between Stanislaus and Ventura for
7 Fresno. I would suggest that the UP, the rail lines,
8 should be consolidated through Fresno and moved to the
9 outside corridor to pass the -- for the cargo trains
10 should be going to the west of Fresno, and the high
11 speed rail through the center -- or through Fresno.

12 And I would suggest that the maintenance
13 facility's location be in the Fresno County area.

14

15 (COMMENT 12, MAILING LIST)

16 MR. LOUIE: Leonard Louie. Address 549 East
17 Barstow Avenue, Fresno, 93710.

18 My comment is I would like to see, you know,
19 other city core tied into city core and the auto
20 municipal transit, the Greyhound, the cabs, the light
21 rail, if they're going to have it, the Greyhound depot,
22 the bus line, you know, and that would be the

23 deluxeness of the area, maybe a little shopping, retail
24 business in there, you know, and rental cars. That way
25 people that do get off there, they have ability to

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1 have, you know, transit to go to the direction.

2 So that is the main gist of what I'm saying.

3 And that corridor that I like is the one you
4 guys have it right now, the one by Highway 99. I mean
5 that would be the cheapest because you got, what, the
6 railroad company? What is it, Pacific? That company,
7 that rail line.

8 But that corridor that they're planning right
9 now, I would keep to that, because -- or close to that.
10 Because they already have right of way, all they have
11 to have is an extension to do the environmental study
12 so they don't have to do a whole new one, which would
13 cost a lot more and take time.

14 So those are -- I believe if we could keep
15 that as our main project. So if you could do that.

16 And also I guess since we're the easiest,
17 cheapest line -- now when they built this from Merced
18 to Bakersfield could we use it? I think that we
19 should, you know? As a testing, you know, because I
20 talked to one of the gentlemen, they said they were
21 going to use that line to test the train. So if they
22 are going to test the train, then we should be able to
23 use that as the first phase of the corridor, you know,
24 of the system. And they should look at the possibility
25 of people in this valley probably will triple in

1 population, the people are going to go to work in
2 Los Angeles, go to work in the Bay area, what is it
3 going to cost? There should be a package to be
4 reasonable, you know, for people that are going to use
5 it for a daily transit.

6 So that is my comment. And I want them to
7 build it now.

8

9 (COMMENT 13, MAILING LIST)

10 MR. KROLL: Dwight Kroll, K-r-o-l-l. Address
11 1033 5th Street, Clovis, 93612.

12 It would be to produce some sort of nexus
13 between the Fresno air terminal and the HSR Station to
14 try to combine transportation facilities throughout the
15 metropolitan area. This might be accomplished with
16 future relocation of the airport and consequently the
17 station site in Fresno should consider that option.

18

19 (COMMENT 14, MAILING LIST)

20 MR. RAYMOND: John Raymond. 2344 Tulare
21 Street, Suite 200, Fresno, 93721.

22 A couple of comments. We're supportive of the
23 general location of the terminal station in downtown
24 Fresno. We would want, I think, special attention --
25 it is obvious that the main entrance to the terminal

1 would be on the downtown side. And so, therefore, we'd
2 like the designer to take special attention to what
3 happens of the treatment on the backside, which is the
4 China Town area. It is likely to be a place for, you
5 know, long-term parking facilities, large parking lots,
6 rental car facilities, and things like that, and so the
7 aesthetics need some special attention.

8 And then we'd like some input in the planning
9 of how, you know, those lane uses would integrate with
10 the adjacent China Town businesses. That's comment
11 number one.

12 The second comment is I've indicated it in red
13 a couple of sites for the potential maintenance
14 facility in Fresno. One on the west side and one I
15 guess it would be south. Kind of immediately south of
16 the terminal. And would like that area to be looked at
17 and considered for the maintenance facility. So that's
18 pretty much it.

19 _____
20 (COMMENT 15)

21 MR. HARDING: Loran, L-o-r-a-n, Harding. 3411
22 West Browning Avenue, Fresno, 93711.

23 well, I would just say please consider running
24 the high speed rail closer to the campus of UC Merced.

25 That's really the only comment.

1 well, I don't think it is something for high
2 speed rail to address. If they move the BNSF line, I
3 don't want them to put a freeway. But that is not a

4 high speed rail issue.

5 So that is probably my only comment.

6 It just doesn't make sense to me if you have
7 25,000 students and thousands of faculty and you run
8 the line four miles along the way over here through the
9 university -- I mean, through downtown Merced. But
10 that's -- it is up to them. They'll have to thrash
11 that out with downtown Merced verses the university.

12

(COMMENT 16, MAILING LIST)

13 MS. MERRILL: Diane, D-i-a-n-e, Merrill,
14 M-e-r-r-i-l-l. Address 8540 North Colfax, Fresno,
15 93720.

17 I would like to see an actual rail service
18 rather than a bus connection between Bakersfield and
19 Los Angeles. I think that is a high priority even if
20 it is and if it is not technically feasible for it to
21 be high speed rail, then a regular rail connection
22 would be helpful. And that shouldn't be left 'til the
23 very end of the project because it is inconvenient to
24 have to take an Amtrak bus between Los Angeles and
25 Bakersfield because it is subject to whatever is going

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1 on. The bus is subject to any traffic congestion that
2 is on the road. And also, you know, the Amtrak busses
3 are subject to traffic accidents. There was one in
4 February that I saw the Amtrak bus on the side of the
5 road. There was a wreck going into Los Angeles.

6 That would be, I would say, my main comment is
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7 just I don't want to see that put off until the end of
8 the project. It needs to be something that --
9 otherwise we're going to have a, you know, Cadillac
10 rail system in all other areas of the state around
11 Northern California, the Bay area, and Southern
12 California, and a, you know, a third world rail system
13 between Bakersfield -- you know, non-existent rail
14 system between Bakersfield and Los Angeles.

15

16 _____
17 (At 7:00 P.M. The High Speed Rail Authority
18 Environmental Scoping Meeting Merced to Bakersfield
19 Section was concluded.)
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1 CALIFORNIA HIGH-SPEED TRAIN PROJECT
2 PUBLIC SCOPING MEETING
3 --o0o--
4
5 Madera County Fairgrounds
6 1850 W. Cleveland Avenue
7 Madera, California
8
9 Thursday, March 19, 2009
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14 PUBLIC COMMENTARY
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21 Reported by: Christine M. Cradit, CSR No. 3805
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1 MR. LAWSON: Ronald Lawson from Chowchilla.
2 I'm also a member of the planning commission in
3 Chowchilla.
4 My main concern with this project is that there

Page 2

5 is no network of transportation throughout the state.
6 You put people on the train, move them from major city
7 to major city, and when they get there, they've got no
8 place to go. They either have to rent a car, take a cab
9 or try to figure out if there's a bus station.

10 Throughout the entire state, there is no
11 credible transportation system to move masses of people.
12 With the train coming through the valley, it will stop
13 like in Fresno, Merced, and go to Gilroy. Bypasses all
14 the little towns. There's no stops.

15 Amtrak runs on the Santa Fe track, which misses
16 all of the small communities of the valley. It goes
17 through Fresno, the outskirts of Madera, Merced,
18 Stockton, Modesto, but it doesn't go through the rest of
19 the small communities where people need the
20 transportation.

21 Amtrak should be changed over and placed on the
22 Southern Pacific track, used as the local train
23 connection in the network so that people in the smaller
24 communities can go into the hub, which would be in
25 Merced or Fresno for this part of the valley, and take

1 the bullet train to their destination. Once they get to
2 their destination, there has to be a ground
3 transportation network that would move them from the
4 point of the terminal to their destination.

5 The hospitals, the shopping in Fresno are like
6 10 miles the other side of town from the trains. There
7 is no credible transportation network to move people to

8 St. Agnes Hospital where all the medical facilities are.
 9 A number of people from the valley go to St. Agnes for
 10 medical care, but once they get to Fresno, there's no
 11 way to get there. Now, many of us go to the VA. VA is
 12 on the other side of town, same problem. You can't get
 13 from the train station where it would be along 99 over
 14 there without renting a cab or going and renting a car.
 15 Defeats the entire purpose of mass transportation.

16 The ideal model is like the ones that are used
 17 in Europe. You have the express trains like the Foreign
 18 Express leaves out of Paris, goes through all the major
 19 capitals, and you can take it from country to country.
 20 Once you get to where you're going, then you get on the
 21 local train and take it to the city you want. Once you
 22 get to the city, you look on the wall, has a big map
 23 that has all the bus and street cars. You can figure
 24 out how to get where you're going. You can move masses
 25 of people assuredly and economically if you have a

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1 complete network. Failure to have the network, the only
 2 benefit to the bullet train will be the people who leave
 3 L.A. going to Frisco. That's my main concern.

4 MR. WATTENBARGER: First of all, I am a
 5 supporter. I've voted for the proposition. And I have
 6 some experience riding high-speed trains in Europe and
 7 China, and I think for short distances, 300-plus or
 8 minus miles, it's a whole lot better than flying or the
 9 Greyhound. Maybe I shouldn't use trade names. It's
 10 very comfortable, lots of leg room as opposed to

11 airlines.

12 The experience I had was first class in Europe
13 where all we had to do was check the number of the
14 coach, of the car, and then get that number and then our
15 seat number, and we were seated. We didn't have to
16 worry about trying to find a seat. Sometimes on Amtrak,
17 it's kind of a hunting situation trying to find a seat,
18 and when you're with a group, trying to find three or
19 four seats together is pretty difficult sometimes.
20 First class, travel as a group, you stay as a group,
21 which makes it much more fun.

22 MR. GOULD: I'm thinking a little bit of
23 reversal of what I hear being talked about.

24 They're talking about putting the stop stations
25 in the cities or just outside the cities. Well, all

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1 you're going to have is have one big quarrel over who
2 gets one station. My idea is keep it all decentralized,
3 put the stops out away from the cities, let the people
4 come to the stop. Just a little bit backwards way the
5 thinking is going, but you think about it a while, you
6 begin to see it a little different. That's about it.

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1 STATE OF CALIFORNIA,)
2 COUNTY OF MERCED) ss.
3 I, Christine M. Cradit, do hereby certify:
4 That I am a licensed, Certified Shorthand
5 Reporter, duly qualified and certified as such by the
6 State of California;
7 That the said foregoing was by me recorded
8 stenographically at the time and place first therein
9 mentioned; and the foregoing pages constitute a full,
10 true, complete and correct record made;
11 That I am a disinterested person, not being in
12 any way interested in the outcome of said action, nor
13 connected with, nor related to any of the parties in
14 said action, or to their respective counsel, in any
15 manner whatsoever.
16 Dated this 25th day of March, 2009.

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C.M. CRADIT, CSR No. 3805

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1 CALIFORNIA HIGH-SPEED TRAIN PROJECT
2 PUBLIC SCOPING MEETING
3 --o0o--
4 Merced Senior Citizens Building
5 Merced, California
6
7 wednesday, March 18, 2009
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14 PUBLIC COMMENTARY
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21 Reported by: Christine M. Cradit, CSR No. 3805
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1 MR. WELLMAN: Good afternoon, Mr. Chairman.
2 My name is Greg Wellman, and I currently serve as the
3 City Manager of Atwater, California. I am here to
4 articulate the City of Atwater's position in support of
Page 2

5 the designation of Castle Air Force Base as a
6 maintenance hub for the high-speed rail project.

7 The City of Atwater wants to underscore its
8 commitment to work collaboratively with the County of
9 Merced High-Speed Rail Authority and other individuals
10 and jurisdictions to bring this maintenance facility at
11 Castle Air Force Base to fruition. The City of Atwater
12 is currently a regional provider of water and wastewater
13 services including Castle Air Force Base.

14 Having served as the County's Chief
15 Administrative Officer, Project Director for U.C.
16 Merced, Director of the County's Human Services Agency,
17 and now City Manager for Atwater, I have resided in
18 Merced County for over 50 years. Certainly our
19 demographics and economically-disadvantaged position,
20 including a current unemployment rate of 19 percent and
21 rising, median household income in the 30,000s, and
22 limited educational and healthcare access provides a
23 powerful backdrop for our plea on behalf of this general
24 area for economic and social development. The City of
25 Atwater would be pleased to submit formal written

1 comments consistent with any deadline which might be
2 established by the high speed railroad authority.

3 MR. MENDOZA: A plan we can support. A reality
4 check: From 1939 to 1959, there was a quantum leap in
5 the quality of life for all Americans. In 20 years, we
6 went from driving Model T Fords to the 1959 Cadillac,
7 Mustang, and Corvettes that featured about the same

8 comforts that today's vehicles are pushing as cutting
9 edge. We went from driving on dirt roads to four-lane
10 freeways across the nation. We went from cramped slow
11 propeller airliners to the Boeing 707 and jet era that
12 even today's jets are not much more comfortable. We
13 went from radios to color TV and cellular phones. In
14 the 60s, we felt that we would be living like the
15 Jetsons in no time and gave life to the Hippie
16 generation that felt life should not be difficult. We
17 felt that we could actually eliminate harsh life and
18 travel the universe. However, in the last 60 years, we
19 have gone sideways at best and we have become
20 pessimistic about the future. Other nations raced past
21 us in the quality of life for their citizens and we now
22 are having difficulty defeating a small third world
23 nation in the battle field. Compared to our power in
24 world war II, we have really gone backwards. We can
25 blame all sorts of reasons. In reality, we have had no

1 leadership and no ambition as a nation.
2 Here is what we can do as a nation. America
3 in the 21st Century, let's come together to improve our
4 life.
5 One, Transportation: While other nations have
6 had high-speed rail for years, we find ourselves
7 stranded and dying by the hundreds when there is a major
8 weather front. We find ourselves crawling, sliding up
9 and down mountains wasting energy and lives. How about
10 a high-speed rail system that crosses the nation from

11 Seattle to Miami, New York to San Diego where you can
12 drive in your car or semi-trailer in Seattle and drive
13 off in Miami eight hours later and go about your
14 business. We can do it. It is disgusting to have
15 railroad tracks dividing our cities and keeping our
16 people from sleeping because of the horrible noise and
17 damage the train makes as it passes our communities, a
18 dinosaur system for sure enough. We have the
19 technology. We need leadership. We can do it.

20 Two, Energy: It is depressing to experience a
21 black-out because of wind, snow, rain or not enough
22 power. We now strand electrical cables over posts from
23 one end of the nation to the other. What are we
24 thinking. This method has proven to be fragile and
25 dangerous to people who depend on electricity for their

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1 very lives. The whole universe is pure energy and we
2 are rationing this important life-giving substance. How
3 about placing all our grid underground where it is not
4 susceptible to minor weather changes and remove the
5 dangerous posts from our roads. How about quickly
6 building 20 nuclear large power plants, five for each
7 region of the nation and give major discounts to those
8 who live close to the plants to avoid ignorant
9 opposition.

10 Three, Garbage: In the 21st century, we are
11 still dumping trash in landfills. How disgusting. We
12 now have an atrocious method of disposing our trash. We
13 now have a dysfunctional system that only encourages the

14 dumping of appliances, tires, furniture, et cetera along
15 our roads. The system that we now have, it just does
16 not work and it is very expensive. How about real
17 recycling centers every 50 miles or in practicable
18 locations where our citizens can deposit all their trash
19 in local collection points and we truck it to real
20 recycling centers where we can control the quality and
21 its functionality. We can employ all those people who
22 dive into our trash containers looking for cans and
23 disperse our trash. Actually, there are many criminals
24 pretending to be looking for glass or other trash but in
25 reality are casing homes and businesses. Let us stop

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□

1 the madness. We have the technology. We need
2 leadership. We can do it.
3 Four, Water: It is disturbing to sit in front
4 of our TV sets and see the devastation caused by major
5 floods, usually in the Mississippi basin, causing
6 enormous damage in terms of lives and property damage.
7 The damage to our wildlife is also considerable. While
8 we watch the enormous waves of water rolling to the
9 ocean, in other parts of the nation, we find ourselves
10 in deadly droughts. Our crops, our lawns, our homes
11 burn because we do not have precious water. What is
12 wrong with this picture. Too much water in some areas
13 and not enough water in others. How about a water
14 system worthy of our nation that protects both the
15 flooded areas and the dry areas. We can move huge
16 amounts of gasoline across the nation. Certainly we can

17 move greater amounts of water from where it kills to
18 where it is needed. We have the technology. We need
19 leadership. We can do it.

20 How can we do all these necessary projects
21 that would improve all our lives. We do not trust
22 government to control these projects. That is why we
23 would create utility companies to actually operate these
24 projects. We can start with a 50 billion bond the first
25 year to engineer and kick start the projects. Once the

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1 utility is operating and takes momentum, we sell it for
2 whatever we can get. It is certain that these utility
3 companies would be very attractive to investors. It is
4 possible that it might cost us a trillion dollars to
5 complete these projects. The benefits would be far
6 greater than the costs. Not doing it is far more
7 expensive in terms of lives and dollars. Let us begin.
8 There are many plans in many regions for just those
9 projects, but they are languishing due to lack of
10 leadership. This is a worthy and practical method of
11 giving a great push to our economy. It is a necessity
12 for us all. About time a true leader steps forward with
13 a needed practical approach to our lives. As voters, we
14 do not have to go mini, myni, mo when we go to our
15 polling places. It is boring.

16 MR. TERHUNE: Mr. Leavitt, on behalf of
17 Defenders of Wildlife and our 90,000 members and
18 supporters in California, I am writing in order to
19 provide our comments on the project level environmental

20 impact report statement, EIR/EIS, for the San Jose to
21 Merced section of the proposed high-speed train system.
22 We join the Fish and Wildlife Service Refuge manager Kim
23 Forrest in strongly urging the HSRA to eliminate any
24 high-speed train alignments that cross through or
25 adjacent to the GEA.

8

1 The grasslands ecological area, GEA, is the
2 largest block of contiguous wetlands remaining in
3 California and provides critical habitat to over 47
4 endangered, threatened or candidate species under state
5 or federal law. It also provides critical wintering
6 habitat to over 20 percent of the Pacific flyway
7 waterfowl population.

8 We believe that the HSRA should eliminate any
9 high-speed train alignments that cross through or
10 adjacent to the GEA for the following reasons:

11 The typical track layout will create a profound
12 barrier that will further isolate wildlife populations,
13 interfere with waterfowl, waterbird nesting and
14 breeding, and interrupt existing wildlife corridors.

15 Noise, vibration, and lighting from the
16 high-speed rail will lead to avoidance by wildlife
17 species and contribute to habitat fragmentation,
18 De Santo and Smith, 1993.

19 This corridor is important for riparian brush
20 rabbit, wood rat, w. yellow-billed cuckoo, neotropical
21 migrants, ringtail, riparian habitat major. There is a
22 need to maintain riparian species refugia above the

23 flood levels as part of the recovery plan for uplands
24 species of the San Joaquin Valley, USFWS 1998
25 Critical habitat is comprised of land

9

1 officially designated by the USFWS to contain the
2 primary constituent elements for a listed species. This
3 habitat cannot be adversely modified in any way that
4 would impact the survival or recovery potential of the
5 species. Clearly, running an HSR track and fencing the
6 entirety of the alignment within critical habitat would
7 constituted adverse modification.

8 while we support the concept providing
9 high-speed rail transportation to California's growing
10 population, the damage done to this area of the Diablo
11 Range and GEA does not justify the estimated 10-minute
12 reduction in travel time resulting from the Pacheco Pass
13 alignment.

14 Commuters from the San Francisco Bay Area are
15 second only to Los Angeles regarding time spent being
16 stuck in traffic. The HSRA should consider other
17 options that consolidate transportation infrastructure
18 within metropolitan areas, and alleviate traffic, such
19 as the Altamont Pass alignment. Decreasing wear and
20 tear on our highways and eliminating unnecessary
21 expenses, rather than inducing sprawl by running the
22 high-speed train through the GEA is an option that may
23 be mutually beneficial for HSRA and wildlife.

24 Defenders is in agreement with other agencies,
25 environmental groups, and train rider associations that

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1 an Altamont Pass alignment would maximize ridership
2 potential while reducing negative social and
3 environmental impacts across the San Joaquin Valley.

4 The GEA is recognized nationally and
5 internationally as an invaluable resource for up to one
6 million waterfowl on an annual basis. Public and
7 private constituencies have invested a tremendous amount
8 of time, energy, and funding to protect this priceless
9 area of California's landscape, and it is for this
10 reason that we join the Fish and Wildlife Service Refuge
11 Manager Kim Forrest in strongly urging the HSRA to
12 eliminate any high-speed train alignments that cross
13 through or adjacent to the GEA.

14 We appreciate the opportunity to provide
15 comments on the EIR/EIS. Please keep me informed of any
16 upcoming matters related to the high-speed rail project.

17 MR. MAIORINO: Joseph Maiorino. A 211-acre
18 parcel on -- well actually Henry Miller, the road
19 doesn't go through there. It's just open ground now,
20 but it would split that property maybe 40 acres on one
21 side and a hundred and something on the other side. I'm
22 concerned about moving equipment back and forth. I'm
23 concerned about pesticide applications with people going
24 back and forth on the train. I really think it's a bad
25 location for that rail line. I think they should follow

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1 the 152 or the I-5 corridor. Pretty much it will
2 interfere with my farming operation. That's about all I
3 have to say.

4 MS. WESTMORELAND-PEDROZO: I am Executive
5 Director of Merced County Farm Bureau. I'm representing
6 Merced Farm Bureau. The Merced County Farm Bureau Board
7 of Directors is greatly concerned about a state life
8 project being left to local land use decision-makers.
9 The predominant land that is going to be impacted will
10 be agricultural land that is privately owned, and the
11 scope and size of this project needs to have some land
12 use policies attached to it, fair and just compensation
13 for any loss of ag land and the ability to farm that
14 land in its totality. Splitting segments of land up has
15 an impact, long-term, to the owner-operator of that
16 land.

17 Merced County Farm Bureau did not support the
18 Pacheco Pass route and believes that the Altamont needs
19 to be looked at as the prime route, not bisecting our
20 county.

21 we have a long history of working
22 cooperatively with the wetlands and the agencies
23 governing those wetlands through private and public
24 partnerships. Farming has been able to be a good
25 complement to those wetlands, and the impact of any

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1 project needs to take that into consideration. we would
2 have more confidence in this project if we actually had

3 a history of valuing the ability to feed ourselves in
4 this state and valley. The high-speed rail has been a
5 success in the European nations because there was two
6 generations that knew what it was to starve, and as they
7 built the transportation corridors, they have protected
8 and preserved that ability to continue to feed
9 themselves, leaving major development off of the land
10 that produces the food that feeds them. We need to have
11 that same ability here.

12 MS. HENDRICKS: I'd like to see some examples
13 of mixed-use housing which includes childcare that is
14 located close to transportation hubs such as Fruitvale,
15 in Oakland. It's important to include childcare as
16 close as we can to transportation hubs so that working
17 parents can utilize all transportation options.

18 MR. DELGADILLO: I'd like to volunteer to work
19 on a committee of the high-speed rail. I am retired
20 from Union Pacific Railroad. My address is 1292 Wildcat
21 Drive, Merced, California, 95348. And my telephone
22 number is 209 725-1165.

23 MS. FORREST: The EIS says that regarding
24 growth in the Los Banos area the Authority took
25 affirmative action to eliminate a train stop in

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1 Los Banos or in western Merced County because of
2 potential impacts including to natural resources, and it
3 has reiterated that there will be no high-speed train
4 station between Gilroy and Merced.

5 However, my question is, in the decade ahead,

6 how can this be assured that there will never be a
7 station. This gives little assurance. For this to be
8 more than an empty promise, what is needed is some sort
9 of legal encumbrance.

10 Then my second point is that the Authority is
11 committing to buy at least 10,000 acres of conservation
12 easements to mitigate for high-speed train. And my
13 question is that in my experience where the U.S. Fish
14 and wildlife Service is the largest operator of
15 conservation easements in Merced County, and we have
16 already run into a lot of resistance of selling
17 easements because people are speculating that land
18 values will skyrocket and they are holding off from
19 making a lot more money by selling the land rather than
20 conservation easements, so unless the High-Speed Rail
21 Authority has the authority to condemn for easements, I
22 think that will fail, that plan will fail. They will
23 never acquire conservation easements that are a valued
24 service for mitigation purpose.

25 And also I submitted comments for the EIS in

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1 2007, and I'm not finding them on their website, and I'm
2 wondering if all comments, whether they're supportive or
3 not, are available to the public.

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1 STATE OF CALIFORNIA,)
2 COUNTY OF MERCED) ss.
3 I, Christine M. Cradit, do hereby certify:
4 That I am a licensed, Certified Shorthand
5 Reporter, duly qualified and certified as such by the
6 State of California;
7 That the said foregoing was by me recorded
8 stenographically at the time and place first therein
9 mentioned; and the foregoing pages constitute a full,
10 true, complete and correct record made;
11 That I am a disinterested person, not being in

12 any way interested in the outcome of said action, nor
13 connected with, nor related to any of the parties in
14 said action, or to their respective counsel, in any
15 manner whatsoever.

16 Dated this 25th day of March, 2009.

17

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C.M. CRADIT, CSR No. 3805

19

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APPENDIX J
**Written Public Agency Responses to Notices
of Preparation/Intent**

Appendix J: Agency Responses to NOP/NOI

Agency	Date
<i>Federal</i>	
Congressman Dennis Cardoza, U.S. House of Representatives	March 18, 2009
Federal Emergency Management Agency Region IX	March 9, 2009
U.S. Coast Guard	March 10, 2009
U.S. Environmental Protection Agency Region IX	April 10, 2009; October 30, 2009
U.S. Fish and Wildlife Service	March 18, 2009
<i>State</i>	
California Department of Fish and Game	April 8, 2009
California Department of Parks and Recreation	April 9, 2009
California Department of Transportation	April 7, 2009; October 29, 2009
California Highway Patrol	October 27, 2009
California Native American Heritage Commission	March 2, 2009; October 8, 2009
California Public Utilities Commission	April 10, 2009; October 23, 2009
California State Water Resources Control Board	November 24, 2009
Senator Jeff Denham, California State Senate	March 18, 2009
<i>Regional</i>	
Central Valley Flood Protection Board	March 10, 2009
San Joaquin Valley Air Pollution Control District	November 3, 2009
<i>Local</i>	
Chowchilla Water District	November 20, 2009
City of Atwater	March 18, 2009, Merced Meeting (Verbal)
City of Chowchilla	April 6, 2009
City of Fresno	April 7, 2009; October 29, 2009
City of Madera	April 9, 2009
Council of Fresno County Governments	April 9, 2009
Fresno County	March 25, 2009 April 21, 2009

Agency	Date
Fresno Flood Control District	March 3, 2009
Madera-Chowchilla Water and Power Authority	December 2, 2009
Madera County Transportation Commission	April 9, 2009
Madera County Board of Supervisors	March 23, 2009; October 26, 2009
Madera County Farm Bureau	December 10, 2009
Madera County Resource Management Agency	April 8, 2009
Mariposa County Board of Supervisors, Supervisor Aborn	March 18, 2009
Merced County Board of Supervisors	April 9, 2009
Merced County District 5 Supervisor	April 9, 2009
Merced County Farm Bureau	March 18, 2009, Merced Meeting (Verbal)

DENNIS A. CARDOZA
18TH DISTRICT, CALIFORNIA

COMMITTEE ON RULES

COMMITTEE ON AGRICULTURE

CHAIRMAN, SUBCOMMITTEE ON
HORTICULTURE AND ORGANIC AGRICULTURE

SUBCOMMITTEE ON LIVESTOCK, DAIRY AND POULTRY

SUBCOMMITTEE ON
CONSERVATION, CREDIT, ENERGY AND RESEARCH

Congress of the United States
House of Representatives
Washington, DC 20515-0518

WASHINGTON OFFICE:
435 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-6131

DISTRICT OFFICES:
2222 M STREET, SUITE 305
MERCED, CA 95340
(209) 383-4455
1010 10TH STREET, SUITE 5800
MODESTO, CA 95354
(209) 527-1914
137 EAST WEBER AVENUE
STOCKTON, CA 95202
(209) 946-0361

WRITTEN TESTIMONY
CALIFORNIA HIGH SPEED RAIL AUTHORITY
MERCED TO BAKERSFIELD HIGH SPEED TRAIN PROJECT
PROJECT LEVEL EIR/EIS SCOPING MEETING

CONGRESSMAN DENNIS CARDOZA
18TH CONGRESSIONAL DISTRICT, CALIFORNIA

MARCH 18, 2009
MERCED, CALIFORNIA

I appreciate the opportunity to provide comment to the California High Speed Rail Authority regarding the Authority's Project Level EIR/EIS scoping meeting for the Merced to Bakersfield portion of California's High Speed Train Project.

Our state's existing transportation system does not meet California's current transportation needs, much less the demands of a growing population. With growth in the state projected to increase by almost 50% by the year 2050, it is crucial that we act now to meet this state's transportation infrastructure needs. High Speed Rail offers a common-sense solution to our state's transportation, congestion, energy, and air quality challenges and also provides a vision for our state's infrastructure and economic future.

High Speed Rail offers tremendous benefits to the Central Valley. The Central Valley has experienced the highest growth rate in the state in recent years. This trend is expected to continue well into the future. Although growth in the Valley has brought opportunity, it has also brought with it congestion, poor air quality, impaired travel reliability and longer travel times. The Valley is the main artery of the state's transportation system, so it is especially important for the High Speed Rail Authority to consider the unique challenges and needs of the Central Valley when evaluating the Merced to Bakersfield Project Level EIR/EIS.

The San Joaquin Valley ranks among the worst air quality regions in the nation. The San Joaquin Valley Air Pollution Control District, with jurisdiction over eight San Joaquin Valley counties, stretching from San Joaquin to Kern counties, has designated the region as an extreme nonattainment area for ozone. The extreme nonattainment designation is shared only with the Los Angeles air basin. A High Speed Rail system, with links up and down the Valley will help to alleviate our air quality and congestion problems. The Authority's Programmatic EIR/EIS estimated a significant decrease in criteria pollutants with High Speed Rail, and it is important for the Project Level EIR/EIS to incorporate a thorough air quality analysis as well. Furthermore, the Authority should incorporate greenhouse gas emission reductions into its

review, analyzing the project's potential contribution toward meeting AB 32 and SB 375 greenhouse gas emission reduction regional transportation targets for the Valley.

The San Joaquin Valley has not enjoyed easy, quick access to other population centers of the state, and High Speed Rail offers us an opportunity to correct that inequity. Connecting Valley communities together and connecting the Valley to the other major urban areas of the state will provide a long term foundation for a transformational shift in intercity mobility for the Valley and for the State. It will also bring greater economic, educational and cultural opportunities to the Valley.

The Authority's Programmatic EIR/EIS concluded that development, construction, operation and maintenance of the High Speed Rail would result in the creation of as many as 450,000 jobs in this state. As a member of Congress representing some of the highest unemployment areas in the nation and who has been committed to translating stimulus package dollars into jobs, it is crucial that the Authority incorporate job creation and economic development into its project level analysis.

Additionally, I strongly urge the Authority to incorporate the selection of a Main Repair and Maintenance Facility and related test tracks in Merced County at the Castle Airport, Aviation and Development Center, also known as the former Castle Air Force Base. The Program EIR/EIS outlines the High Speed Rail system's needs for a Main Repair and Maintenance Facility. The Castle Airport, Aviation and Development Center is an ideal location for such a repair and maintenance facility. Castle meets the outlined criteria, and carries with it the added benefits of public ownership, available land and opportunities to connect with other rail and air services.

I appreciate the opportunity to provide my comments and look forward to continuing to work with the Authority on this project.

U.S. Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA. 94607-4052



FEMA

March 9, 2009

MAR 11 2009

Carrie Pourvahidi, Deputy Director
Attn: Merced to Bakersfield HST Project EIR/EIS
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, California 95814

Dear Ms. Pourvahidi:

This is in response to your request for comments on the Notice of Preparation of Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for a Merced to Bakersfield High-Speed Train System.

Please review the current effective Flood Insurance Rate Maps (FIRMs) for the Cities of Merced, Madera, Visalia, Fresno, Bakersfield, and their respective counties. Please note that the Cities of Merced, Merced County, Madera, Madera County, Visalia, Tulare County, Bakersfield, Kern County, and Fresno, Fresno County, California are participants in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any **development** must not increase base flood elevation levels. **The term development means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

Carrie Pourvahidi, Deputy Director

Page 2

March 9, 2009

- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtm>.

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The contact information is enclosed.

If you have any questions or concerns, please do not hesitate to call Sarah Owen (510) 627-7050, Marshall Marik (510) 627-7057, or Gregor Blackburn (510) 627-7186 of the Mitigation staff.

Sincerely,



Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

cc:

Kellie L. Jacobs, Merced County

David Tucker, Floodplain Administrator, City of Merced

Keith B. Helmuth, Deputy City Engineer, City of Madera

Greg Farley, County Engineer, Madera County

Dennis Leiman, Chief Building Official, City of Visalia

Henry Hash, Director, County Resource Management Agency, Tulare County

Charles Lackey, P.E., Director Engineering & Surveying Services, Kern County

Jack Leonard, Building Director, City of Bakersfield

Dan Gibbs, Floodplain Administrator, Fresno County

Richard Madrigal II, City of Fresno

Ed Perez, State of California, Department of Water Resources, San Joaquin District

Garret Tam Sing/Salomon Miranda, State of California, Department of Water Resources,
Southern District

Sarah Owen, Floodplanner, CFM, DHS/FEMA Region IX

Marshall Marik, Floodplanner, CFM, DHS/FEMA Region IX

Gregor Blackburn, Branch Chief, DHS/FEMA Region IX

Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
District Eleven

U.S. Coast Guard Island Bldg 50-2
Alameda, CA 94501-5100
Staff Symbol: (dpw)
Phone: 510-437-3514
Fax: 510-437-5836
Email: Carl.T.Hausner@uscg.mil

16590
Merced to Bakersfield Section
March 6, 2009

California High-Speed Rail Authority
San Francisco to San Jose
Attn: Dan Leavitt, Deputy Director
925 L Street, STE 1425
Sacramento, CA 95814

MAR 10 2009

Dear Mr. Leavitt:

Please include the Coast Guard Bridge Office concerning the Notice of Preparation of a project level Environmental Impact Statement (EIS) for the section of the California High-Speed Rail Authority's proposed California High-Speed Train (HST) System, from Merced to Bakersfield, for all bridge related issues over existing or proposed navigable waters of the United States.

The General Bridge Act of 1946 requires that the location and plans for bridges over navigable waters of the United States be approved by the Commandant, U. S. Coast Guard prior to commencing construction.

Coast Guard Bridge permitting is subject to the National Environmental Policy Act (NEPA), and the Coast Guard should be invited to participate as a cooperating agency for NEPA, during the development of the draft environmental document for the project.

Applications for bridge permits should be addressed to Commander, Eleventh Coast Guard District, Bridge Section, Bldg 50-2, Coast Guard Island, Alameda, CA 94501. Applications are available on-line at: <http://www.uscg.mil/hq/g-o/g-opt/g-opt.htm>. The application must be supported by sufficient information to permit a thorough assessment of the impact of the bridges and their immediate approaches on navigation and the environment. We recommend discussing the proposed impacts of procedures for constructing, altering or demolishing bridges, in the NEPA document. The NEPA document should also contain data on the number, size and types of vessels using or projected to use the waterway.

We appreciate the opportunity to comment on the project in this early stage. You may contact Mr. Carl Hausner by telephone at (510) 437-3515 if additional information is needed.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Sulouff".

DAVID H. SULOUFF
Chief, Bridge Section
Eleventh Coast Guard District
By direction of the District Commander

Copy: USACE, Los Angeles District
USACE, Sacramento District



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

**75 Hawthorne Street
San Francisco, CA 94105-3901**

April 10, 2009

David Valenstein
Federal Railroad Administration
1120 Vermont Avenue, NW, MS 20
Washington, D.C. 20590

Subject: Scoping Comments for Merced to Bakersfield Section of the Proposed High-Speed Train System Environmental Impact Statement/Environmental Impact Report

Dear Mr. Valenstein:

The United States Environmental Protection Agency (EPA) has reviewed the Federal Register Notice published March 16, 2009, requesting comments on the Federal Railroad Administration (FRA) and California High Speed Rail Authority (CHSRA) proposal to prepare a joint project Draft Environmental Impact Statement (Draft EIS) and Draft Environmental Impact Report (Draft EIR) for the Merced to Bakersfield section of the Proposed High-Speed Train (HST) System (Project). Our attached comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

We appreciate the close working relationship we have had with FRA and CHSRA as a cooperating agency on the previously completed statewide, programmatic, "Tier 1" EIS completed for an HST system for California. We understand that project-level, "Tier 2" EISs have been initiated as a follow-up to the statewide analysis. If properly planned, EPA supports the concept of an HST system in California that can provide an alternative to increasing vehicle miles traveled and lead to reduced environmental impacts. We look forward to continuing our coordination with you on the Tier 2 EISs and other Tier 2 project-level environmental analyses.

Through our previous comments on the statewide, programmatic EIS, EPA provided multiple recommendations and concerns to be addressed at the Tier 2 level. EPA also provided detailed comments on the HST Project Environmental Analyses Methodologies on May 14, 2008. Our detailed comments below include these, and other recommendations, related to continued interagency and community coordination, relationship of this Project to other regional transportation projects, land use and transportation linkages, and analysis of impacts to (1) water resources, (2) biological resources and wildlife, (3) noise, (4) energy resources, (5) air quality, (6) environmental justice communities, and (7) invasive species. In addition, we have provided recommendations for the analyses of cumulative impacts, growth inducement and impacts due to tunneling. We also recommend that FRA and CHSRA follow through with the mitigation measure commitments made in the statewide Tier 1 Final Programmatic EIS (see enclosure).

Interagency and Community Coordination

EPA commends the previous efforts of FRA and CHSRA in coordinating with our agency to highlight the potential environmental impacts of an HST system for all of California as outlined in our April 2003 Interagency Memorandum of Understanding (MOU). The MOU outlined a process for integrating the requirements of NEPA and Clean Water Act (CWA) Section 404 to streamline the environmental review process for the statewide "Tier 1" Programmatic Environmental Impact Statement (PEIS), which is now completed.

We understand that the proposed Project, connecting Merced to Bakersfield via HST, is the fifth project-level, "Tier 2" EIS to be initiated as a follow-up to the statewide analysis. For this, and all upcoming project-level EISs that tier off of the statewide programmatic document, EPA is available for continued coordination with FRA/CHSRA and other resource agencies to discuss potential environmental concerns and solutions at the earliest possible opportunity.

Furthermore, methods to incorporate effective public participation into the NEPA process should be fully described and implemented early to better address public concerns during the planning process. Where potential acquisition of property is proposed, an open, participatory process involving affected residents should be implemented.

Relationship to Regional Transportation Projects

The Draft EIS for the Merced to Bakersfield HST segment should specifically identify how the multiple proposed rail projects in the Central Valley relate to this Project. EPA is supportive of FRA and CHSRA coordination with local transportation agencies to ensure that the regional transportation plans are integrated with the Merced to Bakersfield section of the HST system.

Coordination with local transportation agencies provides an opportunity to integrate high speed rail with plans for local service. EPA recommends FRA and CHSRA involvement in regional projects in order to minimize duplication of efforts and conflicting transit goals so that potential design, construction, permitting, and mitigation in the area can be streamlined to minimize environmental impacts.

Recommendations:

- Address how the proposed Project will insure that potential duplication of efforts and incompatibilities with other rail and/or transit systems will not occur.
- Identify integration and/or incompatibility of the proposed Project with other existing and proposed projects.
- Identify the specific features of the Project that are being designed to "link up" with the other transportation, commuting and transit proposals in the region.

Land Use and Transportation Linkage

The Draft EIS should identify all transportation improvements proposed to provide access to the proposed Project from anticipated key rider groups along the Merced to Bakersfield corridor and surrounding population centers, including transit connections, new methods to move people while reducing congestion, and increased bus service (express service, increase in service on existing routes, and new routes). The Draft EIS should analyze and disclose the temporary and permanent environmental impacts of constructing stations, parking facilities, maintenance and storage facilities, power propagation infrastructure, and required road developments and modifications. Because the project system is planned, in part, along the existing Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) railroad corridors, the Draft EIS should describe, in detail, the specific modifications to the existing rail network and rail crossings required to be compatible with an HST system.

The Draft EIS should also demonstrate avoidance and minimization measures to reduce environmental impacts associated with the construction of passenger stations and maintenance facilities, such as multi-level parking structures as opposed to large expansive parking lots. The Draft EIS should identify where proposed stations, parking facilities, and additional required infrastructure will be located in the project corridor, and should disclose the associated impacts from station development on planned and unplanned growth.

Recommendations:

- Describe the expected land use changes associated with station locations, including new transit services and other methods for riders to access the stations.
- Describe the associated environmental impacts of those land use changes, including indirect and cumulative impacts.
- Identify parties responsible for mitigating the environmental impacts associated with the indirect and cumulative impacts of the projected land use changes.
- Identify the timeline for improvements and maintenance.
- As applicable, the Draft EIS should include a comparison of potential impacts from (1) an alternative that would provide for concurrent construction of one project allowing for high speed train technology in addition to commuter train technology, and (2) construction of a proposed commuter rail project followed by a second, separate project of construction of a future high speed train corridor. This “scenario planning” provided with anticipated impacts from each build-out possibility provides critical information to decision makers regarding potential impacts to resources and potential benefits of coordinating major transportation development.

A substantial benefit of a proposed high speed rail corridor connecting Merced to Bakersfield is the opportunity to provide improved transit services and to reduce vehicle miles traveled (VMT). EPA strongly supports including project elements that will further reduce VMT.

Recommendations:

- Minimize the number of parking spaces to the greatest extent possible at the station in order to facilitate the use of transit;
- Coordinate with other transit providers to maximize station access by transit;
- Design the new facilities to be pedestrian and bicycle-friendly, in addition to linking with other modes of transit; and
- Support policies that will increase density and mixed-uses in the station areas.

Express Loops and Bypasses in the Central Valley

EPA commends the FRA and CHSRA commitment to analyzing Central Valley routes with and without bypasses in the Draft EIS to demonstrate to decision makers the full impact of bypasses and to provide flexibility in determining the best mix of bypass and mainline routes. We understand that several previously proposed bypasses will not be carried forward for further study in Draft EIS analysis. EPA provides the following recommendations for the Draft EIS:

Recommendations:

- For the alternatives in the Central Valley that may include an express loop in addition to a route through a community, provide a comparison chart of environmental impacts associated with each bypass proposed. Separate the reporting of environmental impacts associated with mainline routes only and mainline routes plus bypass express loops.
- Clarify why loop construction, in addition to mainline routes, is warranted in each community in light of additional farmland, noise, and visual impacts.
- Examine additional, less-damaging measures, other than loop configurations that result in farmland and habitat fragmentation, to reduce urban impacts and logistical challenges.
- Specify why, in the Central Valley, alignments incorporate loops and bypasses while in other geographic areas there are no proposed loops and bypasses. The justification for required loops and bypasses should be applied consistently throughout the HST system. If similar operational constraints can be addressed without bypasses in southern California, for example, the Draft EIS should clearly identify why they are required in the Central Valley.

Water Resources

The Clean Water Act Section 404(b)(1) Guidelines (Guidelines) at 40 CFR Part 230.10(a) state that “. . .no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the

aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences.” While EPA has concurred that the HST alternative alignments identified in the Final Bay Area to Central Valley Programmatic EIS are “most likely to contain” the least environmentally damaging practicable alternative (LEDPA), FRA and CHSRA will have to demonstrate in the Draft EIS for this Project that potential impacts to waters of the United States have been avoided and minimized to the maximum extent practicable prior to obtaining a CWA Section 404 permit (40 CFR 230.10(a) and 230.10(d)).

Recommendations:

- In the Draft EIS for the Merced to Bakersfield HST segment, follow through with commitments made in the statewide Tier 1 Final Programmatic EIS (Final PEIS), specifically “Avoidance and minimization measures would be incorporated into the development, design, and implementation phases at project-level environmental analysis. In addition, close coordination will occur with the regulatory agencies to develop specific design and construction standards for stream crossings, infrastructure setbacks, monitoring during construction, and other best management practices” (Final PEIS, Page 3.17-25).
- Ensure the mitigation measures as listed in the table starting on page 3.17-28 of the Final PEIS are incorporated in the Draft EIS (see enclosure).
- Demonstrate that all potential impacts to waters of the United States have been avoided and minimized. If these resources cannot be avoided, the Draft EIS analyses should clearly demonstrate how cost, logistical, or technological constraints preclude avoidance and minimization of impacts.
- Identify design measures and modifications to avoid and minimize impacts to water resources. Quantify the benefits achieved for each alternative studied, for example, number of stream crossings avoided, acres of waters of the United States avoided, etc.
- Identify all protected resources with special designations and all special aquatic sites and waters within state, local, and federal protected lands. Additional steps should be taken to avoid and minimize impacts to these areas.
- Include a compensation proposal for unavoidable impacts to CWA regulated waters that complies with new regulations for compensatory promulgated in April 2007 (40 CFR 230 Subpart J).

Waters Assessment

The waters assessment should be of an appropriate scope and detail to identify sensitive areas or aquatic systems with functions highly susceptible to change. EPA also recommends the following in the Draft EIS for the assessment of existing conditions and environmental consequences of each proposed alternative:

Recommendations:

- Estimate waters of the United States within the project area using CWA jurisdictional determinations, which should be submitted to the Army Corps of Engineers for verification.
- Provide maps of the estimated or verified CWA jurisdictional determinations.
- Provide specific descriptions of proposed activities in CWA regulated waters including grading plans and cross sections.
- Include the classification of waters and the geographic extent of waters and adjacent riparian areas.
- Characterize the functional condition of waters and adjacent riparian areas.
- Describe the extent and nature of stream channel alteration, riverine corridor continuity, and buffered tributaries.
- Include wildlife species affected that could reasonably be expected to use waters or associated riparian habitat and sensitive plant taxa that are associated with waters or associated riparian habitat.
- Analyze the potential flood flow alteration.
- Characterize the hydrologic linkage to any impaired water body.
- Analyze the potential water quality impact and potential effects to designated uses.
- Address techniques proposed for minimizing surface water contamination due to increased runoff from additional impervious surfaces.

Avoidance and Minimization Measures

To demonstrate compliance with CWA Guidelines, FRA/CHSRA must explore on-site alternatives to avoid or minimize impacts to specific waters. Typically, transportation projects can accomplish this by using spanned crossings, arched crossings, or oversized buried box culverts over drainages to encourage continuity of sediment transport and hydrological processes and wildlife passage.

The Draft EIS should include a complete systematic analysis for drainage crossings which identifies and prioritizes the potential for improvements to the aquatic system and for wildlife use at each crossing, as applicable. Additionally, the Draft EIS should identify measures and modifications to avoid and minimize impacts to water resources. Temporary and permanent impacts to waters of the U.S. for each alternative studied should be quantified; for example, acres of waters impacted, etc. For each alternative, the Draft EIS should report these numbers in table form for each impacted water and wetland feature.

Biological Resources and Impacts to Wildlife

EPA is supportive of FRA and CHSRA previous commitments in the statewide Tier 1 Final PEIS that “project-level studies will identify areas where it is important to maintain connectivity and will ensure that sufficient mitigation is included to maintain movement corridors,” and “wildlife underpasses or overpasses will be added to the (HST) at-grade alignments, where appropriate, to reduce the overall effects on wildlife corridors and movements” (Final PEIS Appendix 2, Chapter 9, Standard Response 3.15.9). If the proposal includes fencing of the HST system, the proposal may affect wildlife movement corridors where (1) the HST alignment is not in an existing rail or highway corridor and would traverse natural areas, and (2) habitat use in existing rights-of-way occurs across roads and rail lines currently unobstructed by fences. The Draft EIS should address wildlife movement impacts associated with the proposal and present mitigating measures, if appropriate. Proposed stream and wash crossings should be designed to maintain or improve existing wildlife passages.

EPA provides the following recommendations to be implemented by FRA and CHSRA for the Draft EIS. Much of the information identified below is now available for FRA and CHSRA to use in landscape-level analyses, and up-front data compilation and coordination with species experts prior to initiation of project-level planning will contribute to a better understanding of the measures needed to reduce impacts to biological resources.

Recommendations:

- Incorporate information developed for the California Missing Linkages Report and identify how Project alternatives have been designed to allow for continued wildlife movement:
http://scwildlands.org/missinglinks/reports/download_missinglinkages.htm
- Use data developed for the statewide California Wildlife Action Plan (CWAP) to inform the siting of Project alternatives and mitigation. Identify in the Draft EIS the specific design changes proposed to avoid resources. The CWAP addresses 800 at-risk species and provides range maps. The range maps for these species are available from the California Department of Fish and Game:
<http://www.dfg.ca.gov/habitats/WDP/>
- In addition to reviewing the available data indicating where species ranges may be bisected by the HST system, EPA recommends that FRA and CHSRA facilitate a meeting of scientists and local experts to explore specific locations and design features for wildlife crossings that are needed.
- Identify the connections that would likely remain after construction of the HST system and highlight these areas as "connectivity zones" for protection and preservation. In the Draft EIS, identify specific commitments for preservation of these corridors through mitigation measures and cooperative agreements.

- As applicable, disclose how fencing the train route will affect wildlife movement and discuss how fencing for safety purposes will be integrated with proposed wildlife passages, such as culverts, bridges, viaducts, underpasses, and overpasses.

The Draft EIS should also describe efforts to avoid and/or minimize impacts to threatened and endangered species and associated habitats, as well as preserves, parks, and restoration and habitat management areas. The Draft EIS should describe the extent and nature of the protected species and their primary habitat(s) and the extent and nature of potential impacts to proposed and designated critical habitat. The Draft EIS should also provide a description of narrow endemics, unique habitat elements, and suitable habitat for native fauna and flora in the project area and the extent each proposed alternative may affect each resource. Efforts to minimize or avoid impacts to resources should be presented with a quantification of specific resources avoided.

Noise Impacts

The Draft EIS should address the potential noise and vibration impact to residents, businesses, and wildlife related to the construction and operation of the proposed Project. Potential impacts to human health and welfare and wildlife activity are important with a project of this magnitude, particularly in light of the densely populated area and maximum speed and resulting noise and vibrations that the HST will produce throughout the train route.

Recommendations:

- All noise impacts to should be fully analyzed and presented in the Draft EIS. In addition, the Draft EIS should include commitments to implement measures to adequately mitigate noise impacts associated with the Project. The Draft EIS should assess noise and vibration exposure to determine the severity of impacts near the proposed HST route.
- The Draft EIS should address nocturnal and diurnal impacts to wildlife activities such as foraging, predator avoidance, and nesting that may be affected by new noise and vibration introduced to natural habitats.

Energy Resources

It is our expectation that the HST project will increase annual electricity use and decrease use of diesel fuel and gasoline. Successful implementation of the proposed project depends on the availability of sufficient sources of energy. The Draft EIS should identify the number and capacity of energy facilities that were either operational or under construction as of 2008 and discuss whether the future supply is expected to be adequate to meet growth in demand, given the number of power plants planned. The energy analysis should take into consideration the cumulative impact of other planned projects that will also increase demand on the existing energy supply.

Recommendations:

- Identify the number and capacity of energy facilities that were either operational or under construction as of 2008 and discuss whether the future supply is expected to be adequate to meet growth in demand, given the number of power plants planned.
- Discuss the cumulative impact of other reasonably foreseeable projects that will also increase demand on the existing energy supply.

Air Quality

The Draft EIS should provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS), criteria pollutant nonattainment areas, and potential air quality impacts of the project (including cumulative and indirect impacts) for each fully evaluated alternative. Because the San Joaquin Valley Air Basin has some of the worst 8-hour ozone and PM_{2.5} problems in the nation, it is important to reduce emissions of ozone precursors and particulate matter from this Project to the maximum extent.

Recommendations:

- Provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS), criteria pollutant nonattainment areas, and potential air quality impacts of the project (including cumulative and indirect impacts) for each alternative.
- Include a thorough analysis of impacts from the construction and operation of the proposed alternatives. Include monitoring data, any anticipated exceedances of NAAQS, and estimates of all criteria pollutant emissions, including the federal 8-hour ozone standard and the PM_{2.5} standard.
- Disclose the available information about the health risks associated with vehicle emissions, sensitive receptors in the vicinity of the project area, and how the proposed project will affect current emission levels.
- Work with the San Joaquin Valley Air Pollution Control District (SJVAPCD), Caltrans, and regional planning agencies to ensure that methods to estimate emissions and anticipated emissions values from the proposed project are consistent with Air Quality Management Plan and Regional Transportation Plan (RTP) conformity determinations.
- Use the most current EPA-approved model to estimate emissions, including re-entrained PM-10 emissions and present all methods and assumptions for analyses with pertinent air quality analyses and conclusions.
- Include an identification of potential hotspot impacts, especially where parking lots, idling locomotives, idling buses, and road modifications are proposed.

General Conformity and Transportation Conformity

The proposed Project may require a general conformity determination by FRA. If required, the Draft EIS should include the general conformity determination with related mitigation commitments. FRA and CHSRA should work with SJVAPCD to ensure that anticipated emissions from the proposed project are consistent with the region's Air Quality Management Plan.

To the extent that the proposed train system will require modification of the existing grade crossings, road network and construction of parking lots and transit facilities, the Draft EIS should identify what elements of this project will require funding or approval by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA). In addition, the Draft EIS should demonstrate that FHWA or FTA -funded or -approved project elements are included in a conforming transportation plan and a transportation improvement program. FRA and CHSRA should work with SJVAPCD and the regional planning agencies to ensure that applicable elements of the proposed project are consistent with future revisions of the RTP. The identification of sensitive receptors, and carbon monoxide and particulate matter hotspot analyses should be included in the Draft EIS, especially where parking lots and road modifications are proposed.

Construction Mitigation Measures

The proposed Project will involve construction and staging along heavily populated sections of the corridor. Because of the multiple receptors along the corridor, FRA and CHSRA should identify and commit to specific requirements to reduce emissions.

The Draft EIS should include SJVAPCD requirements to reduce emissions. In addition to these measures, EPA recommends the following additional measures to reduce the impacts resulting from future construction associated with this Project.

Recommendations:

In light of the serious health impacts associated with PM_{2.5} (fine particulate matter) and diesel exhaust exposure, we recommend that the best available control measures for these pollutants be implemented at all times and recommend that a Construction Emissions Mitigation Plan is incorporated into the Draft EIS. We recommend that SJVAPCD requirements, and the following additional measures be incorporated into a Construction Emissions Mitigation Plan, where feasible and appropriate, in order to reduce impacts associated with fugitive dust and emissions of PM_{2.5}, diesel exhaust, and mobile source air toxics from construction-related activities:

Fugitive Dust Source Controls:

- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.

- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

Mobile and Stationary Source Controls:

- Minimize use, trips, and unnecessary idling of heavy equipment.
- Maintain and tune engines per manufacturer's specifications to perform at EPA certification levels, where applicable, and to perform at verified standards applicable to retrofit technologies. Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications. The California Air Resources Board has a number of mobile source anti-idling requirements which could be employed. See their website at: <http://www.arb.ca.gov/msprog/truck-idling/truck-idling.htm>
- Prohibit any tampering with engines and require continuing adherence to manufacturer's recommendations.
- If practicable, lease new, clean equipment meeting the most stringent of applicable Federal or State Standards. In general, commit to the best available emissions control technology. Tier 4 engines will be available in the 2009-model year and should be used for project construction equipment to the maximum extent feasible. Lacking availability of non-road construction equipment that meets Tier 4 engine standards, FRA/CHSRA should commit to using the best available emissions control technologies on all equipment.
- Utilize EPA-registered particulate traps and other appropriate controls where suitable to reduce emissions of diesel particulate matter and other pollutants at the construction site.

Administrative controls:

- Specify the means by which impacts to sensitive receptors, such as children, elderly, infirm and others identified in the Draft EIS, will be minimized. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.
- Identify where implementation of mitigation measures is rejected based on economic infeasibility. Provide the justification behind not committing to all mitigation measures. Should FRA and CHSRA determine that potential mitigation measures are not economically feasible, the Draft EIS should provide the context behind this decision.
- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking. (Suitability of control devices is based on: whether there is reduced normal

availability of the construction equipment due to increased downtime and/or power output, whether there may be significant damage caused to the construction equipment engine, or whether there may be a significant risk to nearby workers or the public.) Meet EPA diesel fuel requirements for off-road and on-highway, and, where appropriate, use alternative fuels such as natural gas and electric.

Greenhouse Gases

Due to the nature of this Project and the potential greenhouse gases (GHG) benefits that could result, we believe the Project proponents have an opportunity to demonstrate the potential overall GHG benefits of such a project. There are many guidance documents available or expected to be available in the near future to assist with this analysis. EPA is also available to coordinate regarding analysis of GHGs. Please refer to our detailed comments on the HST Project Environmental Analyses Methodologies for further recommendations on the analysis of GHG emissions in the project level EISs.

Additionally, EPA recommends the Draft EIS should ultimately identify the cumulative contributions and reductions to GHG emissions that will result from implementation of the Project. We also recommend that the Draft EIS discuss the potential impacts of climate change on the Project. Finally, the Draft EIS should identify if there are specific mitigation measures needed to 1) protect the Project from the effects of climate change, 2) reduce the Project's adverse air quality effects, and/or 3) promote pollution prevention or environmental stewardship. Any design and operation measures that can be identified as reducing GHGs should be identified in the EIS with an estimate of the GHG emissions reductions that would result if measures were ultimately implemented.

Tunneling Methodology and Impacts

As applicable, the Draft EIS should identify the amount of material to be removed per mile of tunnel and where material will be disposed or stored. Any impacts associated with the transport and storage of fill should be described and mitigated. Discuss the tunneling methodology to be utilized and the corresponding environmental impacts. Identify specific design measures and options to insure that the full scope of environmental impacts associated with tunneling are considered in project design.

Recommendations:

- Discuss the methodology proposed for any alternative design that involves tunneling, including equipment and planned locations for staging tunnel operations and methods for transportation of tunnel equipment.
- Quantify the environmental impacts associated with the tunneling and required connected actions, for example, amount of material removed per mile tunnel, impacts associated with storage of removed material, road access required, impacts associated with the transport of removed material, etc.
- Discuss the potential impacts of tunneling on the existing transportation network.

- Address the potential for tunneling to affect stream flows, riparian habitat, the direction of lateral movement of water through the soil profile, and the recharge of shallow, unconfined aquifers.

Cumulative Impact Analysis

Cumulative impacts are defined in the Council on Environmental Quality's (CEQ) NEPA regulations as the impact on the environment that results from the incremental impact of the action when added to the other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such actions (40 CFR 1508.7). The cumulative impacts analysis should provide the context for understanding the magnitude of the impacts of the alternatives by analyzing the impacts of other past, present, and reasonably foreseeable projects or actions and then considering those cumulative impacts in their entirety. These actions include both transportation and non-transportation activities. Where adverse cumulative impacts are identified, the Draft EIS should disclose the parties that would be responsible for avoiding, minimizing, and mitigating those adverse impacts (CEQ's Forty Most Frequently Asked Questions #19).

Recommendations:

- The cumulative impact analysis should consider transportation and non-transportation projects such as large-scale developments and approved urban planning projects that are reasonably foreseeable and are identified within city and county planning documents.
- The cumulative impact analysis should describe the "identifiable present effects" to various resources attributed to past actions. The purpose of considering past actions is to determine the current health of resources. This information forms the baseline for assessing potential cumulative impacts and can be used to develop cooperative strategies for resources protection (CEQ's Forty Most Frequently Asked Questions #19). Identify the current condition of the resource as a measure of past impacts. For example, the percentage of wetlands lost to date.
- Identify the future condition of the resource based on an analysis of the cumulative impacts of reasonably foreseeable projects or actions added to existing conditions and current trends. Identify the trend in the condition of the resource as a measure of present impacts. For example, the health of the resource is improving, declining, or stasis.
- The cumulative impact analysis should identify potential large, landscape-level statewide and regional impacts, as well as potential large-scale mitigation measures. The analysis should examine landscape-level impacts to the human and natural environment on a statewide and regional scale. The cumulative impact analysis should guide minimization measures and mitigation efforts. Disclose the parties that will be responsible for avoiding, minimizing, and mitigating impacts, as well as a timeline for implementing mitigation measures.

- EPA recommends that FRA and CHSRA use the Caltrans cumulative impacts guidance, which is applicable to cumulative impact analyses for non-road projects. This guidance can be found at [\[http://www.dot.ca.gov/ser/cumulative_guidance/purpose.htm\]](http://www.dot.ca.gov/ser/cumulative_guidance/purpose.htm).

Growth Inducement Analysis

EPA recommends that FRA and CHSRA make both the methodology and the assumptions in the growth inducing analysis as transparent as possible to the public and decision makers.

Recommendations:

- Identify which land use model will be used, discuss its strengths and weaknesses, and describe why it was selected.
- Identify the assumptions used in the model, the strengths and weaknesses of the assumptions, and why those assumptions were selected. For example, describe which method will be used to allocate growth to analysis zones, its strengths and weaknesses, and why that method was selected.
- Ground truth the results of the land use model by enlisting local expertise involved in land use issues, such as local government officials, land use and transportation planners, home loan officers, and real estate representatives. Use their collective knowledge to validate or modify the results of the land use model.
- Use the results of the growth inducement analysis to inform station locations, and parking lot size and locations, as well as mitigation measures to reduce environmental impacts.
- Use the results of the growth inducement analysis to estimate growth inducement impacts to CWA regulated waters and inform LEDPA identification.
- Identify station locations that are currently zoned for high density development and those that are not. Address potential growth-related mitigation efforts, including incentives and other mechanisms to encourage transit-oriented development, and measures to increase the capacity of city/county high density planning efforts.
- Use FHWA and Caltrans growth-related impacts guidance, which is applicable to growth-related impact analyses for non-road projects. This guidance can be found at [\[http://www.dot.ca.gov/ser/Growth-related_IndirectImpactAnalysis/gri_guidance.htm\]](http://www.dot.ca.gov/ser/Growth-related_IndirectImpactAnalysis/gri_guidance.htm).

Environmental Justice

Executive Order 12898 addresses Environmental Justice in minority and low income populations, and the Council on Environmental Quality has developed guidance concerning how to address Environmental Justice in the environmental review process (<http://ceq.eh.doe.gov/nepa/regs/ej/justice.pdf>).

Recommendations:

- Identify how the proposed alternatives may affect the mobility of low-income or minority populations in the surrounding area.
- Provide specific, appropriate mitigation measures for any anticipated adverse impacts to community members.
- Include opportunities for incorporating public input to promote context sensitive design, especially in Environmental Justice communities.

Invasive Species

The proposed Project may include impacts to vegetation within the existing right-of-way and mitigation is proposed as a result of ground disturbance and tree removal. Executive Order 13112 on Invasive Species calls for the restoration of native plant and tree species.

Recommendation:

- To the extent that this project will entail new landscaping and tree replacement, the mitigation measures should describe how the project will meet the requirements of Executive Order 13112 by using native species. Replacement of trees and revegetation should be coordinated with appropriate city and county urban foresters and native species should be utilized where feasible.

We look forward to maintaining our working relationship with FRA and CHSRA as we continue to coordinate on a proposed HST system for California. If you have any questions, please feel free to contact Connell Dunning, Transportation Team Leader, at 415-947-4161, or Tom Plenys, the lead reviewer for this project. Tom can be reached at 415-972-3238 or plenys.thomas@epa.gov.

Sincerely,



Tom Plenys
Environmental Review Office

Enclosure: Mitigation Strategies, Bay Area to Central Valley HST Final Program EIR/EIS

CC: Dan Leavitt, California High Speed Rail Authority
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Jane Hicks, U.S. Army Corps of Engineers
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Roberta Gerson, U.S. Fish and Wildlife Service
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Ray Sukys, Federal Transit Administration
Gary Sweeten, Federal Highway Administration
Scott Wilson, California Department of Fish and Game
Trais Norris, Caltrans

Resource Area	Impact Area	Mitigation Measure
Traffic and circulation	Traffic and circulation	Require that HST system stations serve as multi-modal transportation hubs providing easy connection to local/regional bus, rail, and transit services, as well as providing bicycle and pedestrian access.
		Require the HST system to be grade-separated from all roadways to allow vehicular traffic to flow without impediment from the HST system.
		Work with local and regional agencies to develop and implement transit-oriented development strategies, as described in Chapter 6, around HST stations.
		Work with local and regional agencies to identify, plan, coordinate, and implement traffic flow improvements around HST station locations during project-level planning. Such improvements may include:
		<ul style="list-style-type: none"> a. a construction phasing and traffic management plan for construction periods; b. improving capacity of local streets with upgrades in geometrics such as providing standards roadway lane widths, traffic controls, bicycle lanes, shoulders, and sidewalks; c. modifications at intersections, such as signalization and/or capacity improvements (widening for additional left-turn and/or through lanes), and turn prohibitions; d. signal coordination and optimization (including retiming and rephasing); e. designation of one-way street patterns near some station locations; f. truck route designations; and g. coordination with Caltrans regarding nearby highway facilities.
		Work with public transportation providers to coordinate services and to increase service and/or add routes, as necessary, to serve the HST station areas.
		Avoid parking impacts by developing and coordinating implementation at the project-level of parking improvement strategies consistent with local policies, including shared parking, offsite parking with shuttles, parking and curbside use restrictions, parking permit plans for neighborhoods near HST stations, and other parking management strategies.
Air quality	Localized air quality impacts due to congestion/traffic near HST stations	Assure that HST stations are multi-modal hubs and include appropriate parking.
		Coordinate with local and regional public transportation providers to increase opportunities for connection between the HST system and other public transportation services.
		Work with local and regional agencies to implement local street and roadway improvements, including various traffic flow improvements and congestion management techniques, and parking management strategies to reduce localized pollution from traffic related to the HST system.
	Short-term air quality impacts due to construction	Water all active construction areas at least twice daily.
		Require that all trucks hauling soil, sand, and other loose materials be covered or maintain at least 2 feet of freeboard.
		Pave, apply water three times daily, or apply nontoxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at active construction sites.
		Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at active construction sites.
		Sweep nearby streets daily (with water sweepers) if visible soil materials from HST system construction are carried onto adjacent public streets.
		Hydroseed or apply nontoxic soil stabilizers to inactive construction areas (previously graded areas inactive for 10 days or more).
		Enclose, cover, water twice daily, or apply nontoxic soil binders to exposed stockpiles of dirt, sand, etc.
		Limit traffic speeds on unpaved roads to 15 mph.

Resource Area	Impact Area	Mitigation Measure
Noise		Install sand bags or other erosion control measures to prevent silt runoff to public roads.
		Replant vegetation in disturbed areas as quickly as possible.
		Use alternative fuels for construction equipment when feasible.
		Minimize equipment idling time.
		Maintain properly tuned equipment.
	Increased noise from train operations and construction	Grade separations to eliminate grade crossing related noise.
		Noise barriers, such as sound walls, where there are severe noise impacts.
		Require noise reduction in HST equipment design and track structures design.
		Use of enclosures or walls to surround noisy equipment, and installation of mufflers on engines; substituting quieter equipment or construction methods, minimizing time of operation, and locating equipment farther from sensitive receptors.
		Where not already included, consider placing alignment sections in tunnel or trenches or behind berms where possible and where other measures are not available to reduce significant noise impacts.
		Suspend construction between 7:00 pm and 7:00 am and/or on weekends or holidays in residential areas where there are severe noise impacts.
		In managing construction noise, take into account local sound control and noise level rules, regulations, and ordinances.
		Ensure that each internal combustion engine is equipped with a muffler of a type recommended by the manufacturer.
		Specify the use of the quietest available construction equipment where appropriate and feasible.
		Turn off construction equipment during prolonged periods of nonuse.
		Require contractors to maintain all equipment and to train their equipment operators.
		Locate noisy stationary equipment away from noise sensitive receptors.
	Exposure to ground-borne vibration	Specify the use of train and track technologies that minimize ground vibration such as state of the art suspensions, resilient track pads, tie pads, ballast mats, or floating slabs.
		Phase construction activity, use low impact construction techniques, and avoid use of vibrating construction equipment where possible to avoid vibration construction impacts.
Energy	Increased energy use and electricity demand with the HST system	HST stations will be multi-modal hubs providing linkage for various transportation modes, which will contribute to increased efficiency of energy use for intercity trips and by commuters, and the stations will be required to be constructed to meet Title 24 California Code of Regulations energy efficiency standards.
		Design practices will require that the electrically powered HST technology be energy efficient, include regenerative braking to reduce energy consumption, and minimize grade changes in steep terrain to reduce energy consumption.
		Design practices will require that localized impacts be avoided through planning and design of the power distribution system for the HST system.
		Locate HST maintenance and storage facilities within proximity to major stations/termini.
	Energy use during construction of the HST system	Develop and implement a construction energy conservation plan.
		Use energy efficient construction equipment and vehicles.
		Locate construction material production facilities on site or in proximity to project construction sites.

Resource Area	Impact Area	Mitigation Measure
		Develop and implement a program encouraging construction workers to carpool or use public transportation for travel to and from construction sites.
Electromagnetic fields and electromagnetic interference	Exposure of electromagnetic fields to HST system workers, passengers, and nearby residents, schools and other facilities	Use standard design practices for overhead catenary power supply systems and vehicles, including appropriate materials, location and spacing of facilities, and power supply systems to minimize exposure to receptors over distance, and shielding with vegetation and other screening materials.
		Design overhead catenary system, substations, and transmission lines to reduce the electromagnetic fields to a practical minimum.
	Electromagnetic interference with electronic and electrical devices	Design the overhead catenary system, substations, and transmission lines to reduce the electromagnetic fields to a practical minimum.
		Design the project component to minimize arcing and radiation of radiofrequency energy.
		Choose devices generating radio frequency with a high degree of electromagnetic compatibility.
		Where appropriate, add electronic filters to attenuate radio frequency interference.
		Relocate receiving antennas and use antenna models with greater directional gain where appropriate, particularly for sensitive receptors near the HST system.
		Comply with the FCC regulations for intentional radiators, such as the proposed HST wireless systems.
		Establish safety criteria and procedures and personnel practices to avoid exposing employees with implantable medical devices to EMF levels that may cause interference with such implanted biomedical devices.
Land use	Incompatibility with land uses and disruption to communities	Continue to apply design practices to minimize property needed for the HST system and to stay within or adjacent to existing transportation corridors to the extent feasible.
		Work with local governments to consider local plans and local access needs, and to apply design practices to limit disruption to communities.
		Work with local governments to establish requirements for station area plans and opportunities for transit-oriented development.
		Work with local governments to enhance multi-modal connections for HST stations.
		Coordinate with cities and counties to ensure that HST facilities will be consistent with land use planning processes and zoning ordinances.
		Provide opportunities for community involvement early in project-level studies.
		Hold design workshops in affected neighborhoods to develop understanding of vehicle, bicycle, and pedestrian linkages in order to preserve those linkages through use of grade-separated crossings and other measures.
		Ensure that connectivity is maintained across the rail corridor (pedestrian/bicycle and vehicular crossings) where necessary to maintain neighborhood integrity.
		Develop facility, landscape, and public art design standards for HST corridors that reflect the character of adjacent affected neighborhoods.
		Maintain high level of visual quality of HST facilities in neighborhood areas by implementing such measures as visual buffers, trees and other landscaping, architectural design, and public artwork.
	Impacts to neighborhoods during construction	Develop a traffic management plan to reduce barrier effects during construction.
		To the extent feasible, maintain connectivity during construction.
Agricultural	Conversion of	Avoid farmland whenever feasible during the conceptual design stage of the project.

Resource Area	Impact Area	Mitigation Measure
lands	prime, statewide important, and unique farmlands, and farmlands of local importance, to project uses	Reduce the potential for impacts by sharing existing rail rights-of-way where feasible or by aligning HST features immediately adjacent to existing rail rights-of-way.
		Reduce the potential for impacts by reducing the HST right-of-way width to 50 feet in constrained areas.
		Increase protection of existing important farmlands by securing easements or participating in mitigation banks.
		Coordinate with and support the California Farmland Conservancy Program to secure conservation easements on farmland in geographic areas where the HST project creates impacts.
		Coordinate with private agricultural land trusts, local programs, mitigation banks, and Resource Conservation Districts to identify additional measures to limit important farmland conversion or provide further protection to existing important farmland.
	Severance of prime, statewide important, and unique farmlands, and farmlands of local importance, to project uses	Avoid farmland whenever feasible during the conceptual design stage of the project.
		Minimize severance of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access.
		Work with landowners during final design of the system to enable adequate property access.
		Provide appropriate severance payments to landowners.
Aesthetics and visual resources		At the project-level, design proposed facilities that are attractive in their own right and that will integrate well into landscape contexts, so as to reduce potential view blockage, contrast with existing landscape settings, light and shadow effects, and other potential visual impacts.
		Design bridges and elevated guideways with graceful lines and minimal apparent bulk and shading effects.
		Design elevated guideways, stations, and parking structures with sensitivity to the context, using exterior materials, colors, textures, and design details that are compatible with patterns in the surrounding natural and built environment, and that minimize the contrast of the structures with their surroundings.
		Use neutral colors and dulled finishes that minimize reflectivity for catenary support structures, and design them to fit the context of the specific locale.
		Use aesthetically appropriate fencing along rights-of-way, including decorative fencing, where appropriate, and use dark and non-reflective colors for fencing to reduce visual contrast.
		Where at-grade or depressed route segments pass through or along the edge of residential areas or heavily traveled roadways, install landscape treatments along the edge of the right-of-way to provide partial screening and to visually integrate the right-of-way into the residential context.
		Use the minimum amount of night lighting consistent with that necessary for operations and safety.
		Use shielded and hooded outdoor lighting directed to the area where the lighting is required, and use sensors and timers for lights not required to be on all the time.
		Design stations to minimize potential shadow impacts on adjacent pedestrian areas, parks, and residential areas, and site all structures in a way that minimizes shadow effects on sensitive portions of the surrounding area.
		Seed and plant areas outside the operating rail trackbed that are disturbed by cut, fill, or grading to blend with surrounding vegetated areas, where the land will support plants. Use native vegetation in appropriate locations and densities.

Resource Area	Impact Area	Mitigation Measure
		Use strategic plantings of fast-growing trees to provide partial or full screening of elevated guideways where they are close to residential areas, parks, and public open spaces.
		Where elevated guideways are located down the median strips or along the edge of freeways or major roadways, use appropriate landscaping of the area under the guideway to provide a high level of visual interest. Landscaping in these areas should use attractive shrubs and groundcovers and should emphasize the use of low-growing species to minimize any additional shadow effects or blockage of views.
		Plan hours of construction operations and locate staging sites to minimize impacts to adjacent residents and businesses.
Public utilities		Make adjustments to the HST alignments and vertical profiles to avoid crossing or using major utility right-of-way or fixed facilities during engineering design.
		If avoidance is not feasible, in consultation and coordination with the utility owner, relocate or protect in-place transmission lines, substations, and any other affected facilities.
		For acquisition projects which result in utility relocation, follow the uniformity and equitable treatment policies, and comply with the requirements, of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 for all property necessary for the proposed HST system.
Hazardous materials and wastes		Investigate soils and groundwater for contamination and prepare environmental site assessments when necessary.
		Design realignment of the HST corridors to avoid identified sites.
		Relocate HST associated facilities such as stations to avoid identified sites.
		Remediate identified hazardous materials and hazardous waste contamination.
		Prior to demolition of buildings for project construction, survey for lead-based paint and asbestos-containing materials.
		Follow BMPs for testing, treating, and disposing of water, and acquire necessary permits from the regional water quality control board, if ground dewatering is required.
		When indicated by project-level environmental site assessments, perform Phase II environmental site assessments in conformance with the ASTM Standards related to the Phase II Environmental Site Assessment Process to identify specific mitigation measures.
		Prepare a Site Management Program/Contingency Plan prior to construction to address known and potential hazardous material issues, including: <ul style="list-style-type: none"> a. measures to address management of contaminated soil and groundwater; b. a site-specific Health and Safety Plan (HASP), including measures to protect construction workers and general public; and c. procedures to protect workers and the general public in the event that unknown contamination or buried hazards are encountered.
		As part of the second-tier environmental review, consider impacts to the environment on sites identified on the Cortese list (Government Code Section 65962.4) at that time.
Cultural and paleontological resources	Impacts to archaeological resources and traditional cultural properties	Avoid the impact, or when avoidance cannot be accommodated, minimize the scale of the impact.
		Incorporate the site into parks or open space.
		Provide data recovery for archaeological resources, which may include excavation of an adequate sample of the site contents so that research questions applicable to the site can be addressed.

Resource Area	Impact Area	Mitigation Measure
		Develop procedures for fieldwork, identification, evaluation, and determination of potential effects to archaeological resources in consultation with SHPO and Native American tribes. Procedures may include onsite monitoring when sites are known or suspected of containing Native American human remains and be reflected in Memoranda of Agreement with appropriate bodies.
		Coordinate and consult with tribal representatives.
	Impacts to historic properties/resources	Avoid the impact through project design. Prepare and utilize a treatment plan for protection of historic properties/resources that will describe methods to preserve, stabilize, shore/underpin, and monitor buildings, structures, and objects.
		Avoid high vibration construction techniques in sensitive areas.
		Record and document cultural resources that would be adversely affected by the project to the standards of the Historic American Building Survey or Historic American Engineering Record.
		Develop design guidelines to ensure sympathetic, compatible, and appropriate designs for new construction.
		Consult with architectural historians or historical architects to advise on appropriate architectural treatment of the structural design of proposed new structures. Prepare interpretive and/or educational materials and programs regarding the affected historic properties/resources. Materials may include: a popular report, documentary videos, booklets, and interpretive signage.
		Make interpretive information available to state and local agencies, such as salvage items, historic drawings, interpretive drawings, current and historic photographs, models, and oral histories. Also assist with archiving and digitizing the documentation of the cultural resources affected and disseminating material to the appropriate repositories.
		Relocate and rehabilitate historic properties/resources that would otherwise be demolished because of the project.
		Monitor project construction to ensure it conforms to design guidelines and any other treatment procedures agreed to by the parties consulting pursuant to Section 106 of the National Historic Preservation Act. Repair inadvertent damage to historic properties/resources in accordance with the Secretary of the Interior's Standards for Treatment of Historic Properties.
		Salvage selected decorative or architectural elements of the adversely affected historic properties/resources, and retain and incorporate salvaged items into new construction where possible. If reuse is not possible, make salvaged items available for use in interpretive displays near the affected resources or in an appropriate museum.
		Implement an agreement with appropriate bodies specifying procedures for addressing historic resources which may be affected by the HST system.
	Impacts to paleontological resources	Educate workers.
		Recover fossils identified during the field reconnaissance.
		Monitor construction.
		Develop protocols for handling fossils discovered during construction, such as temporary diversion of construction equipment so that the fossils could be recovered, identified, and prepared for dating, interpreting, and preserving at an established, permanent, accredited research facility.
Geology and soils	Seismic hazards	Design structures to withstand anticipated ground motion, using design options such as redundancy and ductility.
		Prevent liquefaction and resulting structural damage and traffic hazards using: <ol style="list-style-type: none"> 1. ground modification techniques such as soil densification; and 2. structural design, such as deep foundations.

Resource Area	Impact Area	Mitigation Measure
		Utilize motion sensing instruments to provide ground motion data and a control system to temporarily shut down HST operations during or after an earthquake to reduce risks.
		Design and engineer all structures for earthquake activity using Caltrans Seismic Design Criteria.
		Design and install foundations resistant to soil liquefaction and settlement.
		Identify potential serpentinite bedrock disturbance areas and implement a safety plan.
		Apply Section 19 requirements from the most current Caltrans Standard Specifications to ensure geotechnically stable slopes are planned and created.
		Install passive or active gas venting systems and gas collection systems in areas where subsurface gases are identified.
		Remove corrosive soil and use corrosion protected materials in infrastructure.
		Address erosive soils through soil removal and replacement, geosynthetics, vegetation, and/or riprap, where warranted.
		Remove or moisture condition shrink/swell soils.
		Utilize stone columns, grouting, and deep dynamic compaction in areas of potential liquefaction.
		Utilize buttress berms, flattened slopes, drains, and/or tie-backs in areas of slope instability.
		Avoid settlement through preloading, use of stone columns, deep dynamic compaction, grouting, and/or special foundation designs.
	Surface rupture hazards	Install early warning systems triggered by strong ground motion associated with ground rupture, such as linear monitoring systems (i.e., time domain reflectometers) along major highways and rail lines within the zone of potential rupture to provide early warnings and allow for temporary control of rail and automobile traffic to avoid and reduce risks.
		Continue to modify alignments to avoid crossing known or mapped active faults within tunnels.
		Avoid active faults to the extent possible. Where avoidance is not possible, cross active faults at grade and perpendicular to the fault line.
	Slope instability	Install temporary and permanent slope reinforcement and protection, based on geotechnical investigations, and review of proposed earthwork and foundation excavation plans.
		Conduct geotechnical inspections during construction to verify that no new unanticipated conditions are encountered.
		Incorporate slope monitoring in final design.
	Difficulty in excavation	Identify areas of potentially difficult excavation to ensure safe practices.
		Focus future geotechnical engineering and geologic investigations in areas of potentially difficult excavation.
		Monitor conditions during and after construction.
		Employ tunnel excavation and lining techniques to ensure safety.
	Hazards related to oil and gas fields	Follow federal and state Occupational Safety and Health Administration regulatory requirements for excavations.
		Consult with other agencies such as the Department of Conservation's Division of Oil and Gas, or the Department of Toxic Substances Control regarding known areas of concern.
		Use safe and explosion-proof equipment during construction.

Resource Area	Impact Area	Mitigation Measure
Hydrology and water resources		Test for gases regularly.
		Install monitoring systems and alarms in underground construction areas and facilities where subsurface gases are present.
		Install gas barrier systems.
	Impacts on floodplains	Avoid or minimize construction of facilities within floodplains where feasible.
		Minimize the footprint of facilities within the floodplain through design changes or the use of aerial structures and tunnels.
		Restore the floodplain to its prior operation in instances where the floodplain is affected by construction.
	Impacts on surface waters	Use construction methods and facility designs to minimize the potential encroachments onto surface water resources.
		Minimize sediment transport caused by construction by following BMPs as part of NPDES and SWPPP requirements that will be included in construction permits. BMPs may include measures such as:
		a. providing permeable surfaces where feasible;
		b. retaining and treating stormwater on site using catch basins and filtering wet basins;
		c. minimizing the contact of construction materials, equipment, and maintenance supplies with stormwater;
		d. reducing erosion through soil stabilization, watering for dust control, installing perimeter silt fences, placing rice straw bales, and installing sediment basins;
		e. maintaining water quality by using infiltration systems, detention systems, retention systems, constructed wetland systems, filtration systems, biofiltration/bioretention systems, grass buffer strips, ponding areas, organic mulch layers, planting soil beds, sand beds, and vegetated systems such as swales and grass filter strips that are designed to convey and treat either fallow flow (swales) or sheetflow (filter strips) runoff.
		Use methods such as habitat restoration, reconstruction of habitat on site, and habitat replacement off site to minimize surface water quality impacts.
		Comply with mitigation measures included in permits issued under Sections 404 and 401 of the federal Clean Water Act.
		Comply with requirements in the SWPPP to reduce pollutants in storm water discharges and the potential for erosion and sedimentation.
		Comply with requirements of Section 10 of the federal Rivers and Harbors Act for work required around a water body designated as navigable and applicable permit requirements.
		Comply with the requirements of a state Streambed Alteration Agreement for work along the banks of various surface water bodies.
		Implement a spill prevention and emergency response plan to handle potential fuel or other spills.
		Where feasible, avoid significant development of facilities in areas that may have substantial erosion risk, including areas with erosive soils or steep slopes.
	Impacts on groundwater	Minimize development of facilities in areas that may have substantial groundwater discharge or affect recharge.
		Apply for, obtain, and comply with conditions of applicable waste discharge requirements as part of project-level review.
		Develop facility designs that are elevated, or at a minimum are permeable, and will not affect recharge potential where construction is required in areas of potentially substantial groundwater discharge or recharge.

Resource Area	Impact Area	Mitigation Measure
		Apply for and obtain a SWPPP for grading, with BMPs that will control release of contaminants near areas of surface water or groundwater recharge. BMPs may include constraining fueling and other sensitive activities to alternative locations, providing drip plans under some equipment, and providing daily checks of vehicle condition.
		Use and retain native materials with high infiltration potential at the ground surface in areas that are critical to infiltration for groundwater recharge.
Biological resources and wetlands	Impacts to sensitive vegetation communities (as defined at the project level)	Utilize existing transportation corridors and rail lines to minimize potential impacts.
		Use large diameter tunnels as part of the design to limit surface access needs in tunnels for ventilation or evacuation, as a method to avoid or limit impacts to vegetation and habitat above tunnels.
		Use in-line construction (i.e., use new rail infrastructure as it is built) to transport equipment to/from the construction site and to transport excavated material away from the construction to appropriate re-use or disposal sites to minimize impacts from construction access roads on vegetation/habitat.
		Accomplish necessary geologic exploration in sensitive areas by using helicopters to transport drilling equipment and for site restoration to minimize surface disruption.
		Use and reuse excavated materials within the confines of the project.
		Participate in or contribute to existing or proposed conservation banks or natural management areas, including possible acquisition, preservation, or restoration of habitats.
		Revegetate/restore impacted areas, with a preference for onsite mitigation over offsite, and with a preference for offsite mitigation within the same watershed or in close proximity to the impact where feasible.
		Comply with the Biological Resources Management Plan(s) developed or identified during project-level studies, as reviewed by the USFWS, CDFG, and USACE.
		Conduct preconstruction focused biological surveys.
		Conduct biological construction monitoring.
		Undertake plant relocation, seed collection, plant propagation, and outplanting at suitable mitigation sites.
		Prevent the spread of weeds during construction and operation by identifying areas with existing weed problems and measures to control traffic moving out of those areas such as cleaning construction vehicles or limiting the movement of fill.
	Impacts to wildlife movement corridors	Construct wildlife underpasses, bridges, and/or large culverts to facilitate known wildlife movement corridors.
		Ensure that wildlife crossings are of a design, shape, and size to be sufficiently attractive to encourage wildlife use.
		Provide appropriate vegetation to wildlife overcrossings and undercrossings to afford cover and other species requirements.
		Establish functional corridors to provide connectivity to protected land zoned for uses that provide wildlife permeability.

Resource Area	Impact Area	Mitigation Measure
		Design protective measures for wildlife movement corridors using the following process in consultation with resource agencies:
		a. identify the habitat areas the corridor is designed to connect;
		b. select several species of interest from the species present in the area;
	Impacts to nonwetland jurisdictional waters	c. evaluate the relevant needs of each selected species;
		d. for each potential corridor, evaluate how the area will accommodate movement by each species of interest;
		e. draw the corridors on a map; and
		f. design a monitoring program.
		Utilize existing transportation corridors and rail lines to minimize potential impacts.
		Use aerial structures or tunnels to allow for unhindered crossing by wildlife.
		Utilize existing transportation corridors and rail lines to minimize potential impacts.
		Return degraded habitat to pre-existing conditions.
		Create new habitat by converting nonwetland habitats into wetland or other aquatic habitat.
		Enhance existing habitats by increasing one or more functions through activities such as plantings or nonnative vegetation eradication.
		Provide for passive revegetation by allowing a disturbed area to revegetate naturally.
		Purchase credits in an existing wetlands or aquatic habitat mitigation bank.
		Provide in-lieu fee payments to an agency or other entity who will provide aquatic habitat conservation or restoration.
		Prefer onsite mitigation over offsite mitigation, and for offsite mitigation, prefer that it be located within the same watershed or as close in proximity to the area of impact as possible.
	Impacts to wetlands	Utilize existing transportation corridors and rail lines to minimize potential impacts.
		Return degraded habitat to pre-existing conditions.
		Create new habitat by converting nonwetland habitats into wetland or other aquatic habitat.
		Enhance existing habitats by increasing one or more functions through activities such as plantings or nonnative vegetation eradication.
		Provide for passive revegetation by allowing a disturbed area to revegetate naturally.
		Purchase credits in an existing wetlands or aquatic habitat mitigation bank.
		Provide in-lieu fee payments to an agency or other entity who will provide aquatic habitat conservation or restoration.
		Develop and implement measures to address the "no net loss" policy for wetlands.
		Prefer onsite mitigation over offsite mitigation, and for offsite mitigation, prefer that it be located within the same watershed or as close in proximity to the area of impact as possible.
	Impacts to marine and anadromous fishery resources	Utilize existing transportation corridors and rail lines to minimize potential impacts.
		Comply with the terms of a Streambed Alteration Agreement for work along banks of surface water bodies.
		Implement a spill prevention and emergency response plan to handle potential fuel or other spills.
		Incorporate biofiltration swales to intercept runoff.

Resource Area	Impact Area	Mitigation Measure
	Impacts to special status species	Where feasible, avoid significant development of facilities in areas that may have substantial erosion risk, including areas with erosive soils and steep slopes.
		Utilize existing transportation corridors and rail lines to minimize potential impacts.
		Relocate sensitive species.
		Conduct preconstruction focused surveys.
		Conduct biological construction monitoring.
		Restore suitable breeding and foraging habitat.
		Purchase credits from an existing mitigation bank.
		Participate in an existing Habitat Conservation Plan.
		Phase construction around the breeding season.
Public parks and recreation resources	Impacts to parks and recreational resources	Continue to apply design practices to avoid impacts to park resources, and when avoidance cannot be accommodated, minimize the scale of the impact.
		Apply measures at the project level to reduce and minimize indirect/proximity impacts as appropriate for the particular sites affected, while avoiding other adverse impacts (e.g., visual); such as noise barriers, visual buffers, and landscaping.
		Apply measures to modify access to/egress from the recreational resource to reduce impacts to these resources.
		Design and construct cuts, fill, and aerial structures to avoid and minimize visual impacts to units of the state park system.
		Incorporate wildlife under- or overcrossings at appropriate intervals as necessary.
		Where public parklands acquired with public funds will be acquired for nonpark use as part of the HST system, commit as required by law to providing funds for the acquisition of substantially equivalent substitute parkland or to acquiring/providing substitute parkland of comparable characteristics for construction impacts.
		Restore affected parklands to natural state and replace or restore affected park facilities.
		If park facilities must be relocated, provide planning studies as well as appropriate design and replacement with minimal impact on park use.
		Use local native plants for revegetation.
		Develop and implement construction practices, including scheduling, to limit impacts to wildlife, wildlife corridors, and visitor use areas within public parks.
		For temporary unavoidable loss of park and recreation facility uses, consider providing compensation.
Cumulative	Impacts on traffic and circulation and travel conditions	<p>The following program-level mitigation strategies can be developed, in consultation with state, federal, regional, and local governments and affected transit agencies, to improve the flow of intercity travel on the primary routes and access to the proposed stations or airports and would reduce this impact:</p> <ol style="list-style-type: none"> 1. Regional strategies will include coordination with Regional Transportation planning and Intelligent Transportation System Strategies. 2. Local improvements could employ TSM/Signal Optimization; local spot widening of curves; and major intersection improvements.
		<p>The following program-level mitigation strategies can be developed, in consultation with state, federal, regional, and local governments and affected transit agencies, to improve the flow of intercity travel on the primary routes and access to the proposed stations or airports and would reduce this impact:</p> <ol style="list-style-type: none"> 1. Regional strategies would include coordination with Regional Transportation planning and Intelligent Transportation System Strategies. 2. Local improvements could employ TSM/Signal Optimization; local spot widening of curves; and major intersection improvements.

Resource Area	Impact Area	Mitigation Measure
	Impacts on air quality	<p>The project-level mitigation strategies to address localized impacts can include the following and would reduce this impact:</p> <ol style="list-style-type: none"> 1. Increase emission controls from power plants supplying power for the HST alignment. 2. Design the system to utilize energy efficient, state-of-the-art equipment. 3. Promote increased use of public transit, alternative fueled vehicles, and parking for carpools, bicycles, and other alternative transportation methods. 4. Alleviate traffic congestion around passenger station areas. 5. Minimize construction air emissions.
	Impacts on noise and vibration	<p>The program-level mitigation strategies include the following and would reduce this impact:</p> <ol style="list-style-type: none"> 1. Design practices emphasizing the use of tunnels or trenches. 2. Use of electric powered trains, higher quality track interface, and smaller, lighter, and more aerodynamic trainsets. 3. Full grade separations from all roadways. <p>The project-level mitigation strategies include the following and would reduce this impact:</p> <ol style="list-style-type: none"> 1. Treatments for insulation of buildings affected by noise and vibration. 2. Sound barrier walls within the right-of-way. 3. Track treatments to minimize train vibrations. 4. Construction mitigation.
	Impacts on land use and planning, communities and neighborhoods, property, and environmental justice	<p>The program-level mitigation strategies for HST alignment contributions to the land use impacts include the following and would reduce this impact:</p> <ol style="list-style-type: none"> 1. Design practices to maximize use of existing rights-of-way and incorporating strategies for stations to incorporate transit-oriented design. 2. Coordination with cities and counties in each region to ensure that project facilities will be consistent with land use planning processes and zoning ordinances.
	Impacts on agricultural lands	<p>The program-level mitigation strategies include the following and would reduce this impact:</p> <ol style="list-style-type: none"> 1. Design practices to avoid agricultural land conversion through maximizing use of existing rights-of-way to minimize encroachment on additional agricultural lands. 2. Utilizing aerial structure or tunnel alignments to allow for vehicular and pedestrian traffic access across the alignment. 3. Reducing the new right-of-way to 50 feet in constrained areas. <p>The project-level mitigation strategies include the following and would reduce this impact:</p> <ol style="list-style-type: none"> 1. Securing easements. 2. Participating in mitigation banks. 3. Increasing permanent protection of farmlands at the local planning level. 4. Coordinating with various local, regional, and state agencies support farmland conservation programs.
	Impacts on aesthetics and visual resources	<p>The program-level mitigation strategies include the following and would reduce this impact:</p> <ol style="list-style-type: none"> 1. Design practices that will incorporate local agency and community input during subsequent project-level environmental review in order to develop context sensitive aesthetic designs and treatments for infrastructure.

Resource Area	Impact Area	Mitigation Measure
		<p>The project-level mitigation strategies include the following and would reduce this impact:</p> <ol style="list-style-type: none"> 1. Design of facilities that integrate into landscape contexts, which will reduce potential view blockage, contrast with existing landscape settings, and light and shadow effects.
	Impacts on public utilities	<p>The program-level mitigation strategies include the following and would reduce this impact:</p> <ol style="list-style-type: none"> 1. Design practices that will avoid potential conflicts, at the project-level analysis, to the extent feasible and practical. These practices include design methods to avoid crossing or using utility rights-of-way by modifying both the horizontal and vertical profiles of proposed transportation improvements. Emphasis will be placed on detailed alignment design to avoid potential contribution to cumulative impacts from linear facilities on land use opportunities and to minimize conflicts with existing major fixed public utilities and supporting infrastructure facilities. <p>The project-level mitigation strategies include the following and would reduce this impact:</p> <ol style="list-style-type: none"> 1. Coordination with utility representatives during construction in the vicinity of critical infrastructure will occur.
	Impacts on cultural and paleontological resources	<p>The program-level mitigation strategies include the following and would reduce this impact:</p> <ol style="list-style-type: none"> 1. Continued consultation with SHPO will occur to define and describe general procedures to be applied in the future for fieldwork, method of analysis, and the development of specific mitigation measures to address effects and impacts to cultural resources, resulting in a programmatic agreement between the Authority, FRA, and SHPO. 2. Consultation with Native American tribes will occur. <p>The project-level mitigation strategies include the following and would reduce this impact:</p> <ol style="list-style-type: none"> 1. Avoidance measures through identification of sensitive resources within the project-level analysis, project design refinement, and careful selection of alignments. 2. Subsequent project-level field studies to verify the location of cultural resources will offer opportunities to avoid or minimize direct impacts on resources, based on the type of project, type of property, and impacts to the resource.
	Impacts on geology and soils	<p>The program-level mitigation strategies include the following and would reduce this impact:</p> <ol style="list-style-type: none"> 1. Design practices will be used while preparing extensive alignment studies to ensure that potential effects related to major geologic hazards such as major fault crossings, oil fields, and landslide areas will be avoided. 2. Mitigation for potential impacts will be developed on a site-specific basis, based on detailed geotechnical studies to address ground shaking, fault crossings, slope stability/landslides, areas of difficult excavation, hazards related to oil and gas fields, and mineral resources.
	Impacts on hydrology and water resources	<p>The program-level mitigation strategies include the following and would reduce this impact:</p> <ol style="list-style-type: none"> 1. Design practices to maximize use of existing rights-of-way to minimize potential impacts on water resources.

Resource Area	Impact Area	Mitigation Measure
		<p>The project-level mitigation strategies include the following and would reduce this impact:</p> <ol style="list-style-type: none"> 1. Avoidance and minimization measures will be incorporated into the development, design, and implementation phases. 2. Close coordination will occur with the regulatory agencies to develop specific design and construction standards for stream crossings, infrastructure setbacks, erosion control measures, sediment controlling excavation/fill practices, and other best management practices. 3. Mitigation strategies specific to reconstruction, restoration, or replacement of the resource will occur, in close coordination with state and federal resource agencies, related to flood plains; surface waters, runoff, and erosion; and groundwater.
	Impacts on biological resources and wetlands	<p>The program-level mitigation strategies include the following and would reduce this impact:</p> <ol style="list-style-type: none"> 1. Design practices to maximize use of existing rights-of-way to minimize potential impacts on biological resources and wetlands. <p>The project-level mitigation strategies include the following and would reduce this impact:</p> <ol style="list-style-type: none"> 1. Avoidance and minimization measures will be incorporated into the development, design, and implementation phases. 2. Close coordination will occur with the regulatory agencies to develop specific design and construction standards for stream crossings, infrastructure setbacks, monitoring during construction, and other best management practices. 3. Mitigation strategies specific to reconstruction, restoration, or replacement of the resource will occur, in close coordination with state and federal resource agencies, related to wetlands. 4. Field studies will be conducted to verify the location, in relation to the HST alignments, of sensitive habitat, wildlife movement corridors, and wetlands. These studies will provide further opportunities to minimize and avoid potential impacts on biological resources through changes to the alignment plan and profile in sensitive areas. For example, the inclusion of design features such as elevated track structures over drainages and wetland areas and wildlife movement corridors will minimize potential impacts to wildlife and sensitive species.
	Impacts on Section 4(f) and 6(f) resources (public parks and recreational resources)	<p>The program-level mitigation strategies include the following and would reduce this impact:</p> <ol style="list-style-type: none"> 1. Incorporation of sound barriers (e.g., walls, berms, or trenches), visual buffers/landscaping, and modification of transportation access to/egress from the public lands and recreational resource. 2. Incorporation of design modifications or controls on construction schedules, phasing, and activities.

Resource Area	Impact Area	Mitigation Measure
		<p>The project-level mitigation strategies include the following and would reduce this impact:</p> <ol style="list-style-type: none"> 1. Beautification measures. 2. Replacement of land or structures or their equivalents on or near their existing site(s). 3. Tunneling, cut and cover, and cut and fill of right-of-ways. 4. Treatment of embankments. 5. Planting, screening, creating wildlife corridors, acquisition of land for preservation, and installation of noise barriers. 6. Establishment of pedestrian or bicycle paths. 7. Other potential mitigation strategies identified during the public input process. <p>In the event that HST alignments or facilities are located within or in close proximity to public parks, the following mitigations for natural, cultural, aesthetic, and recreational impacts may be considered to offset the contribution to the cumulative impact, including but not limited to:</p> <ol style="list-style-type: none"> 1. Compensation for temporary and loss of park and recreation use. 2. Recordation of any historic features removed. 3. If necessary, provide alternative shuttle access service to park visitors. 4. Restore directly impacted park lands to a natural state. 5. If any facilities must be relocated, provide planning studies as well as design and appropriate replacement with minimal impact on park use. 6. Inventory and record affected historic structures. Provide appropriate mitigation for adverse effects to historic structures. 7. Require appropriate vehicle cleaning for all construction equipment used near units of the California State Park System to protect against spreading exotic plants or disease. 8. Use local native plants for revegetation. 9. Design and construct cuts, fills, and aerial structures to avoid and minimize visual impact to units of the State Park System. 10. In addressing impacts to wildlife movement corridors and habitat directly related to California State Park System units, consult with the California Department of Parks and Recreation. 11. Incorporate wildlife under- or overcrossings as necessary. 12. Adopt construction practices to protect critical wildlife corridors and visitor use areas within public parks.

**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY****REGION IX****75 Hawthorne Street
San Francisco, CA 94105-3901**

October 30, 2009

David Valenstein
Federal Railroad Administration
1120 Vermont Avenue, NW, MS 20
Washington, D.C. 20590

Subject: Scoping Comments for Merced to Fresno Section of the Proposed High-Speed Train System Environmental Impact Statement/Environmental Impact Report

Dear Mr. Valenstein:

The United States Environmental Protection Agency (EPA) has reviewed the Federal Register Notice of Intent (NOI) published October 1, 2009, requesting comments on the Federal Railroad Administration (FRA) and California High Speed Rail Authority (CHSRA) proposal to prepare a joint project Draft Environmental Impact Statement (Draft EIS) and Draft Environmental Impact Report (Draft EIR) for the Merced to Fresno section of the Proposed High-Speed Train (HST) System (Project).

This NOI amends the project environmental review process for the Merced to Bakersfield section and announces the preparation of two separate EIR/EISs. The NOI indicates that FRA and CHSRA have determined that the environmental effects of the HST Systems from Merced to Bakersfield are more appropriately assessed in two separate documents; one for Merced to Fresno and another for Fresno to Bakersfield.

We note that the October 1st NOI indicates that comments submitted during the March 2009 scoping period for the former Merced to Bakersfield HST Project EIR/EIS will receive equal consideration. Please refer to EPA's previous comments on the Merced to Bakersfield HST Project EIR/EIS submitted on April 10, 2009 as our formal response to the October 1, 2009 NOI. We have enclosed our previous comments for ease of reference.

We look forward to maintaining our working relationship with FRA and CHSRA as we continue to coordinate on a proposed HST system for California. If you have any questions, please feel free to contact Connell Dunning, Transportation Team Leader, at 415-947-4161, or Tom Plenys, the lead reviewer for this project. Tom can be reached at 415-972-3238 or plenys.thomas@epa.gov.

Sincerely,

A handwritten signature of Tom Plenys in black ink, written over a horizontal line.

Tom Plenys
Environmental Review Office

Enclosure: US EPA (4/10/09) Scoping Comments on Merced to Bakersfield HST Project
EIR/EIS

CC: Dan Leavitt, California High Speed Rail Authority
Carrie Bowen, California High Speed Rail Authority
Jane Hicks, U.S. Army Corps of Engineers
Ronald Light, U.S. Army Corps of Engineers
Roberta Gerson, U.S. Fish and Wildlife Service
Mark Littlefield, U.S. Fish and Wildlife Service
Ray Sukys, Federal Transit Administration
Gary Sweeten, Federal Highway Administration
Scott Wilson, California Department of Fish and Game
Trais Norris, Caltrans



United States Department of the Interior

FISH AND WILDLIFE SERVICE

San Luis National Wildlife Refuge Complex
Post Office Box 2176
Los Banos, California 93635



18 March 2009

VIA SCOPING MEETING AND U.S. MAIL

Mr. Dan Leavitt, Deputy Director
Attn: San Jose to Merced
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: San Jose to Merced HST

Dear Mr. Leavitt:

I am writing on behalf of the San Luis National Wildlife Refuge Complex, in order to reiterate our natural resource concerns regarding the high-speed rail alignments through or adjacent to the Grasslands Ecological Area (GEA). These concerns were voiced in the U. S. Department of the Interior, Fish and Wildlife Service, letter sent in fall of 2004; and again in the U. S. Fish and Wildlife Service letter sent September of 2007 (attached) – though I cannot find those comments referenced in the final EIS. Both prior letters are attached to this third one for your convenience.

Regarding your further work on this project, I have two major concerns:

“Regarding growth in the Los Banos area, the Authority took affirmative action to eliminate a potential Los Banos HST station as part of the Statewide Program EIR/EIS, stating: The Authority also has determined that the Pacheco Pass alignment HST station at Los Banos (Western Merced County) should not be pursued in subsequent environmental reviews because of ...potential impacts to water resources and threatened and endangered species. The Final Bay Area to Central Valley EIS/EIR reaffirms this position, stating that “there will be no HST station between Gilroy and Merced.”

In the decades ahead, how can this be assured, that there will never be a station in western Merced County? A statement in the EIS by the planners gives little assurance. For this to be more than an empty promise, what is needed is some sort of legal encumbrance.

“The Final Program EIR/EIS describes that, in addition to other mitigation strategies and measures, the Authority commits to the acquisition from willing sellers by the Authority, or by other entities designated and supported by the Authority, of agricultural, conservation and/or open space easements encompassing at least 10,000 ac. and generally located along or in the vicinity of the HST alignment and within or adjacent to the designated GEA. This measure would reduce impacts to and support conservation of wetlands and sensitive ecological areas, as well as limit urban encroachment in the vicinity of the HST through the GEA. The focus for these

easements would be in areas undergoing development pressures, such as the areas around Los Banos and Volta, and/or areas that would be most appropriate for ecological conservation or restoration."

How do you expect to acquire easements from willing sellers, when large developers and land speculators have already bought large tracts of land located close to an expected station in western Merced County, and many individual landowners are already unwilling to sell easements at fair-market-value prices because they are speculating that the lands values will skyrocket once a HST is present? Three agencies currently buy conservation easements in the GEA – the U. S. Fish and Wildlife Service (about 85,000 acres), California Department of Fish and Game (less than 1,000 acres), and the USDA Natural Resource Conservation Service (about 2,000 acres). Were any of these agencies consulted when the HSRA made the sweeping decision that the damage to the GEA could be mitigated by acquiring easements? Obviously, the largest and most active agency acquiring conservation easements in the GEA is the FWS, having been acquiring these easements for over 30 years. This agency was not consulted, and we seriously doubt this project's abilities to take appropriate and valuable conservation easements in the GEA without the power of condemnation.

The importance of the ecosystem that the GEA protects is increasingly recognized both nationally and internationally. Encompassing approximately 180,000 acres, the GEA is the largest fresh water wetland complex in California and contains the largest block of contiguous wetlands remaining in the Central Valley. Less than five percent of the original four million acres of Central Valley wetlands remain.

The GEA provides critical wintering habitat for the migratory waterfowl and shorebirds of the Pacific Flyway, including 20% of the Pacific Flyway waterfowl population. Waterfowl populations average a half-million, with peak numbers up to one million. Hundreds of thousands of shorebirds migrate through the area. The GEA provides habitat for more than 550 species of plants and animals, including 47 species that are endangered, threatened, or candidate species under state or federal law.

In recognition of the rich and critically important natural resources of the Grasslands, conservation agencies and groups have focused more attention and funding on this area than most areas of the State. There are two U. S. Fish and Wildlife Service national wildlife refuges encompassing approximately 36,500 acres, a U. S. Fish and Wildlife Service conservation easement program that encompasses 80,000 acres on 190 separate private properties, six units of the California Department of Fish and Game wildlife areas encompassing approximately 25,000 acres, and a California Department of Parks and Recreation state park. This area has garnered numerous habitat restoration and enhancement grants totaling millions of dollars, and is one of the most active areas for conservation group involvement in the country.

The GEA is a small remnant of the once vast historic Central Valley wetlands. Yet, the HSRA proposes to degrade this priceless area of the California landscape. Both the Henry Miller Avenue alignment and the Highway 140 alignment bisect the GEA through its most vulnerable middle. Bisection of -- or routes immediately adjacent to -- the GEA will interfere with critical wildlife corridors, further aggravate the isolation of wildlife populations, interfere with waterfowl/waterbird nesting and breeding, and increase wildlife mortality and disturbance. The physical description of a typical track layout -- with a 50- to 100-foot right-of-way ("comparable to a six-lane highway"), 8-foot chain-link fencing on both sides of the tracks, 26-foot tall catenary supports every 30 feet, and 12-foot to 16-foot soundwalls where proposed -- would create a profound barrier.

There is very little recognition of the on-going conservation efforts in the EIR/S for this project, and no mention whatsoever of the largest category of conservation protection -- USFWS conservation easements on private property. Due to the importance of the resources of the GEA -- and the amount of

public and private focus, energy, and funds that have been invested in its protection -- we strongly urge the HSRA to eliminate any high-speed train alignments that cross through or are adjacent to the GEA.

Thank you for considering these comments. Please feel free to contact me if you have any questions (209/826-3508).

Sincerely,



Kim Forrest
Wildlife Refuge Manager

Cc: Dan Walsworth, Refuge Supervisor; FWS/CNO
Susan Jones, Branch Chief; FWS/Endangered Species Program
Maryann Owens, Biologist; U. S. Fish and Wildlife Service
Julie Vance, Senior Environmental Scientist; California Department of Fish and Game
Bill Cook, Wildlife Habitat Supervisor II; California Department of Fish and Game
Malia Ortiz, District Conservationist; USDA/NRCS
Dr. Frederic Reid, Director of Conservation Planning; Ducks Unlimited, Inc.
Chris Hildebrandt, Regional Biologist; Ducks Unlimited, Inc.
Kim Delfino, California Program Director; Defenders of Wildlife
Jeremy Terhune, San Joaquin Valley Representative; Defenders of Wildlife
Sandi Matsumoto, Project Director; The Nature Conservancy
Dave Widell, General Manager; Grassland Water District
Pepper Snyder, President; Grassland Water District
Diana Westmorland Pedrozo, Executive Director; Merced County Farm Bureau
Rod Webster; Merced Sierra Club
Marsh Pitman/Ken Gosting; Transportation Involves Everyone



California Natural Resources Agency
DEPARTMENT OF FISH AND GAME
<http://www.dfg.ca.gov>
Central Region
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Fresno, California 93710
(559) 243-4005

ARNOLD SCHWARZENEGGER, Governor
DONALD KOCH, Director



April 8, 2009

Carrie Pourvahidi
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, California 95814

Subject: Notice of Preparation (NOP) of a Draft Project Environmental Impact Report (EIR) and Draft Project Environmental Impact Statement (EIS) for the Merced to Bakersfield High-Speed Train Project
SCH# 2009021107

Dear Ms. Pourvahidi:

The Department of Fish and Game (Department) has reviewed the NOP submitted by the California High Speed Rail Authority (Authority) for the Merced to Bakersfield section of the high-speed train (HST) system. The proposed HST system is an electrified steel-wheel-on-steel-rail system capable of speeds up to 220 mph on a fully grade-separated, access controlled track with state-of-the-art safety, signaling and automated control systems. The proposed Project EIR/EIS will evaluate routes along portions of the Union Pacific (UPRR) and the Burlington Northern Santa Fe (BNSF) railroads from south of Stockton to Bakersfield. The UPRR railroad alignment was selected as the preferred alternative from north of Madera to south of Stockton in the Bay Area to Central Valley HST Program EIR/EIS. This proposed Project EIR/EIS will also evaluate the BNSF railroad alignment in this part of the Central Valley and will continue investigation of alignments/linkages to a potential maintenance facility at Castle Air Force Base. The evaluated route from Merced to Bakersfield will be the BNSF alignment from Madera to Bakersfield which was selected as the preferred alternative in the Statewide Program EIR/EIS.

The Department has previously commented on both the Proposed California High-Speed Train System EIR/EIS on August 31, 2004, and the Bay Area to Central Valley Program EIR/EIS on September 25, 2007 (Draft EIR/EIS) and July 7, 2008 (Final EIR/EIS) and incorporates those comments by reference here.

The purpose of this letter is to provide the Authority with specific detail about the scope and content of environmental information related to the Department's areas of statutory responsibility that must be included in the EIR/EIS. This letter also highlights significant environmental issues and reasonable alternatives and mitigation measures that will need to be explored in the EIR/EIS to allow the Department to make informed findings with regards to permitting the proposed project.

The Department is concerned about the significant impacts the placement of a grade-separated, access controlled track throughout the length of the Central Valley will have on wildlife movement in the region. The preferred alignment will also directly impact the Department's Allensworth Ecological Reserve (ALER), which was established for the protection of sensitive species and habitats and is adjacent to the existing BNSF railroad to the east and west. Coordination between the Authority and the Department has to this point not occurred as the Authority has failed to fully acknowledge potential HST impacts to Department lands and the plants and animals that we manage. The selection of preferred alternatives for HST routes was made without active coordination with the Department, despite our requests that coordination and consultation occur, and also apparently made without consideration of information provided by the Department. It is important that the Authority consult with the Department and other regulatory agencies well in advance of any ground disturbance associated with the Project in order to allow the permitting and construction phases of the HST system to proceed smoothly.

Responsible Agency Authority

The Department has jurisdiction by law over natural resources affected by a project that are held in trust for the people of the state of California. The Department is a trustee agency with regard to the fish and wildlife of the state, to designated rare or endangered native plants, and to game refuges, ecological reserves, and other areas administered by the Department. As a trustee agency, the Department consults with lead and responsible agencies and provides the requisite biological expertise to review and comment upon environmental documents and impacts arising from project activities.

The Department has regulatory authority over projects that could result in the "take" of any species listed by the State as threatened or endangered pursuant to Fish and Game Code Section 2081. If a project could result in the "take" of any species listed as threatened or endangered pursuant to the California

Endangered Species Act (CESA), an incidental take permit issued by the Department should be obtained by the Authority. Based upon review of program-level EIRs for the HST, the Department anticipates the proposed project will necessitate an incidental take permit addressing several species. The Department should be contacted as early as possible to begin the Incidental Take Permitting process to reduce any project or permitting delays.

The Department also has regulatory authority with regard to activities occurring in streams and/or lakes that could adversely affect any fish or wildlife resource. For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream, or use material from a streambed, the Department may require a Lake and Streambed Alteration (LSA) Agreement, pursuant to Section 1600 et seq. of the Fish and Game Code. Due to the size and linear alignment of the HST, the Department anticipates an LSA Agreement will be required for the proposed project. The Department should be contacted when enough information is available to begin the LSA process.

As a responsible agency, the Department will rely on the EIR/EIS as prepared by the Authority to prepare and issue its own findings regarding the proposed project (CEQA Guidelines, Sections 15096 and 15381). The Department will use the Authority's environmental document if it adequately addresses the effects of those activities involved in the project which the Department is required by law to carry out or approve. The document should summarize technical data, maps, plans, diagrams and similar information to permit a full assessment of all significant environmental impacts (CEQA Guidelines, Section 15147).

Potential Impacts to Wildlife Movement

As the Department has mentioned in previous HST comment letters, the single biggest biological impact potentially arising from construction of the HST is the impact on regional movements of wildlife and connections between habitats. The HST has the potential to disrupt already beleaguered wildlife passages, threatening the continued viability of many species. Construction of access controlled rail lines may create barriers to the movement of wildlife, thereby cutting them off from important food, shelter, or breeding areas. Isolation of sub-populations limits the exchange of genetic material and puts populations at risk of local extinctions through genetic and environmental factors. Barriers can prevent the re-colonization of suitable habitat following local extirpations, ultimately putting the species at risk of extinction.

The construction and operation of HST rails will severely inhibit wildlife movement in the area. While the Authority proposes to use a variety of wildlife under- and overpasses to facilitate animal movement along the rail line, it is unclear where and at what intervals these will be placed. As a superior alternative to using wildlife movement corridors only at certain locations along the rail, the Department recommends that all segments of the railway that are not using existing rails be elevated. Elevation of the rails could reduce the impacts the HST system would have on animal movement and migration by allowing wildlife to pass freely underneath the entire length of the railway while providing the access controlled tracks that are required for HST. Elevated railways would be more effective in facilitating animal movement than the proposed wildlife underpasses and overpasses, which are not always effective. Because animals would be able to see through the underside of the tracks to the other side, they would be more likely to walk underneath the tracks than to use a tunnel or vegetated overpass where the view of the other side would be visually obstructed.

If wildlife movement passage structures will be used instead of elevated tracks, extensive research should be conducted to determine the appropriate locations, numbers and types of such structures. Specific alignments and wildlife passage structures, such as underpasses, overpasses, elevating the alignment and tunnels, may not be suitable for all species and locations and would need to be evaluated carefully. Methods to determine the best locations for wildlife movement structures or avoidance should include at a minimum: 1) track count surveys, 2) ditch crossing surveys, 3) monitoring trails with infrared or Trailmaster cameras, and 4) GIS habitat modeling to identify likely wildlife travel corridors and anthropogenic barriers (such as highways, canals, and reservoirs) at the landscape level. In addition, wildlife habitat linkages will need to be identified using habitat models, information from the movement studies, GIS analyses, and Department expertise.

Potential Impacts to Fish and Game Owned and Managed Lands

The BNSF railroad bisects and is adjacent to portions of the ALER. The NOP states that the HST will operate on separate tracks than BNSF. This means that the additional track would need to be constructed adjacent to the existing track. The Department questions whether there will be enough room in the existing right-of-way to accommodate an additional track without encroaching on Department lands. As was mentioned previously, ALER was established for the

protection of sensitive species and habitats. This land is extremely valuable as it comprises part of an ecologically significant area of native habitat in the Central Valley that includes the US Fish and Wildlife Service's (USFWS) Pixley National Wildlife Refuge and California State Parks' Colonel Allensworth State Historic Park, which also may be impacted directly by the project. Some sections of ALER were acquired as mitigation for impacts from other projects. The loss of this land would require significant compensation on the part of the Authority as this land was already used to compensate for other project impacts to Threatened and Endangered species.

The Department recommends that the HST rail line that runs adjacent to Department lands, Federal land, State Parks lands or any other lands of conservation importance along the route be fully elevated in order to provide for adequate movement of species that inhabit these lands on either side of the tracks. Failure to do so would severely reduce the value of the lands and impact the Department's goal of preserving and protecting sensitive species and their habitats.

Potential Impacts to Species and Habitat

The EIR/EIS will need to analyze the potential impacts to specially-designated species and habitat resulting from construction and operation of the HST rail alignment. The EIR/EIS should contain an accurate and complete description of the existing biological conditions in and around the HST project site, including all specially-designated species and habitats that may occur in the vicinity. An extensive list of species will need to be addressed due to the size of the HST project. The Authority should assemble a list of sensitive species and habitats known to occur within at least 5 miles of HST alignment. The authority should generate the list of potentially occurring specially-designated species and habitats through consultation with the Department, the California Natural Diversity Data Base (CNDDB), state and federal resource agency lists, California Wildlife Habitat Relationship System (CWHR), California Native Plant Society (CNPS) Inventory, agency contacts, environmental documents for other projects in the vicinity, academic, professional and scientific organizations, and other sources. The Authority should briefly address each species and habitat on the generated list to determine which species and habitats will need to be addressed in more detail in the EIR/EIS. If a species is not addressed in more detail in the EIR/EIS, a brief explanation why should be provided.

In order for the Department to make an intelligent and informed decision on the proposed project, extensive surveys will need to be conducted. Survey protocols for listed species and/or sensitive habitats should be approved by the Department, USFWS, and other relevant regulatory agencies prior to implementation. This will reduce the need for additional surveys prior to Department approval.

Animal surveys should follow protocols adopted by the Department, USFWS and the United States Geological Survey (USGS), where they exist. Where they do not, the Department and USFWS should be consulted for concurrence on a particular methodology before use.

Plant surveys should follow the adopted Guidelines developed and maintained by the Department at <http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/guideplt.pdf>. The Guidelines are currently under revision, so the Authority should contact Mary Ann Showers at (916) 651-6594 for the most up-to-date information prior to proceeding with plant surveys.

Comprehensive survey work should be carried out in time to inform the analysis of the EIR/EIS, and not deferred to the pre-construction period. It is unlikely that the Department will be able to provide helpful comments for a project of this scale, unless appropriate surveys have been conducted early in the CEQA process and results are included in the draft EIR/EIS. Deferral of appropriate surveys can lead to costly delays as time sensitive surveys may only be conducted during specific times of the year.

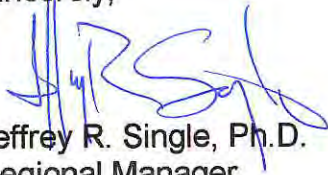
In summary, the Merced to Bakersfield section of the high-speed train (HST) system has the potential to result in several significant impacts to fish and wildlife of California. Construction and operation of the HST will create barriers to wildlife movement, impacts to Department owned and managed lands, and impacts to specially-designated species, and sensitive habitat.

The preparation of the project-level EIR/EIS for the Merced to Bakersfield section of the HST will require close coordination between the Department and the Authority to ensure that construction and operation of the HST will have a minimal impact to the public resources and fish and wildlife of the State of California.

Carrie Pourvahidi
April 8, 2009
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If you have any questions regarding these comments, please contact Justin Sloan, Environmental Scientist, at (559) 243-4014, extension 216.

Sincerely,



Jeffrey R. Single, Ph.D.
Regional Manager

cc: Dave Hardt
United States Fish and
Wildlife Service
Kern National Wildlife Refuge Complex
10811 Corcoran Road
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Kathy Weatherman
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Annee Ferranti
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Katie Perry



State of California • The Resources Agency

Arnold Schwarzenegger, Governor

DEPARTMENT OF PARKS AND RECREATION

Ruth Coleman, Director

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(661) 942-0662 * Fax (661) 940-7327

April 9, 2009

Mehdi Morshed, Executive Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: Notice of Preparation of a Project Environmental Impact Report/ Environmental
Impact Statement (EIR/EIS) for a Merced to Bakersfield High-Speed Train System
SCH #2009021107

Dear Mr. Morshed

The Tehachapi District of the California Department of Parks and Recreation (State Parks) appreciated the opportunity to comment on the Notice of Preparation of a Project Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) for a Merced to Bakersfield High-Speed Train System, SCH #2009021107.

State Parks is a State Agency as defined by the California Environmental Quality Act (CEQA) § 21082.1, a Responsible Agency (PRC § 21069) and a Trustee Agency as used by CEQA, its Guidelines and as defined by CCR § 15386 for the resources affected by this proposed project. Our mission is to provide for the health, inspiration, and education of the people of California by helping preserve the state's extraordinary biodiversity, protecting its most valued natural and cultural resources, and creating opportunities for high quality outdoor recreation.

As the office responsible for the stewardship of Colonel Allensworth State Historic Park, we have an interest and concern about contemplated alterations of land use within the park. The long-term health of Colonel Allensworth State Historic Park is dependent on the health of the regional ecosystems because the biotic boundaries of the park extend beyond its jurisdictional boundaries.

In general, State Parks is concerned that there may be significant impacts associated with this proposed project. Comments about the scope and content of information for inclusion in the draft EIR/EIS are as follows:

ALTERNATIVES

- The draft EIR/EIS should acknowledge that one of the proposed alignments may have potential adverse impacts that would traverse Colonel Allensworth State Historic Park. State Parks are by definition, areas of outstanding scenic or natural character, containing significant historical, archaeological, ecological, geological, or other similar values. The purpose of State Parks is to preserve outstanding natural, scenic, and cultural values and terrestrial fauna and flora, and the most significant examples of ecological regions of California. Therefore, by their very nature parks, once degraded by intrusive influences, cannot be easily replaced.

Mehdi Morshed
Merced to Bakersfield High-Speed Train System
Page 2 of 3
April 9, 2009

- State Parks encourages the California High-Speed Authority to consider only rail corridor alternatives which avoid either direct or indirect impacts to Colonel Allensworth State Historic Park and other critical publicly and privately protected conservation lands in order to avoid habitat fragmentation and degradation of public held natural resource values.

NOISE IMPACTS

- The draft EIR/EIS should analyze the environmental acoustics and the noise intrusion impacts to Colonel Allensworth State Historic Park, as well as other environmentally sensitive publicly protected lands.
- A particular focus in the draft EIR/EIS should identified noise and vibration impacts, project noise conditions, noise propagation characteristics, and any putative noise impacts that could affect cultural, wildlife and park and recreation resources.

AESTHETICS AND VISUAL RESOURECES

- The draft EIR/EIS should analyze impacts to the Park's aesthetics values. Impacts from areas within Colonel Allensworth State Historic Park need to be identified and measures proposed for avoidance, minimization or mitigation of these impacts.
- Further specific analysis should focus and identify critical public viewing areas such as the new proposed visitor center, highways, trails, pullouts, and parks. Highly scenic areas are more than what can be viewed from the train, but should include the intrusion of the linear corridor into the landscape as well.
- Short-term impacts associated with the construction phase, such as construction roads and corporation and storage yards, should also be discussed. Site specific restoration efforts to return these temporary sites to a natural appearance through regarding and replanting with locally obtained natural occurring plant species should be detailed.

BIOLOGICAL RESOURCES

- The draft EIR/EIS should address the potential direct and cumulative impacts on connectivity. The proposed project could have significant effects on terrestrial movement of wildlife. Impacts to endangered, threatened, rare and all other species and habitats must be viewed in the context of the effects of the proposed project will have on surrounding areas as well as the direct impacts.
- The proposed project has the potential to restrict terrestrial wildlife and reduce their numbers by increasing the impediment to their movement between the Pixley Wildlife Refuge and Colonel Allensworth State Historic Park. Studies have shown that species are very sensitive to urban barriers such as freeways, bridges and/or fixed track. These existing barriers is substantial enough that increasing it without accompanying mitigation could result in a reduction or cessation of species over the proposed route.

Mehdi Morshed

Merced to Bakersfield High-Speed Train System

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April 9, 2009

- The proposed EIR should analyze the direct and cumulative effects of the removal of grasslands on avian species, such as black-shoulder kite, northern harrier and golden eagle.
- We wish to emphasize that an adjoining agricultural use next to protected wildland can be compatible if properly managed. Although agricultural uses modify the land to a level that would be unacceptable inside the Park, they do provide some habitat value, and they buffer the protected area from more intensive human uses. The relative compatibility and value (for example, the value of grassland to foraging raptors) of the existing use compared to the proposed use, and uses under other project alternatives should be considered and analyzed in the draft EIR/EIS.

CULTURAL RESOURCES

- The draft EIR/EIS should address the potential direct and cumulative impacts on cultural resources. Impacts to Colonel Allensworth State Historic Park need to be identified and measures proposed for avoidance, minimization or mitigation of these impacts.

LAND USE AND PLANNING

- The draft EIR/EIS needs to include in its analysis of land use compatibility with Colonel Allensworth State Historic Park the issues mentioned in the NOP (views, light, noise, pollution, and traffic) as well as recreational impacts, and the elimination of foraging wildlife habitat.

CUMULATIVE DEVELOPMENT

- The proposed project together with a number of other (proposed and approved) development projects in nearby jurisdictions could adversely impact the regional environment. The draft EIR/EIS should consider the cumulative effects of past, present, and reasonably anticipated future projects producing related or cumulative impacts, including those projects outside the lead agency's control.

Thank you again for the opportunity to comment and for your serious consideration. For further discussion, please feel free to contact me or Russ Dingman, Associate Environmental Planner at (661) 726-1672.

Sincerely,



For: Kathy Weatherman
District Superintendent

DEPARTMENT OF TRANSPORTATION

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April 7, 2009

2135-IGR/CEQA
06-MER/KER
MERCED TO BAKERSFIELD HIGH-SPEED TRAIN PROJECT
SCH #2009021107

Ms. Carrie Pourvahidi
California High Speed Rail Authority
925 "L" Street, Suite 1425
Sacramento, CA 95814

Dear Ms. Pourvahidi:

The California Department of Transportation (Caltrans) has reviewed the February 23, 2009 Notice of Preparation of a Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Merced to Bakersfield High-Speed Train Project. This proposal is to provide a new mode of high-speed intercity travel that would link major metropolitan areas of the State, interface with international airports, mass transit, highways, and provide added capacity to meet increases in intercity travel demand in the State. Caltrans has the following comments:

We expect to coordinate with the Federal Railroad Administration and the High-Speed Rail Authority when the proposed alternatives may affect our facilities. We look forward to the development of a coordination plan between our agencies. It is anticipated that both agencies and their facilities will benefit greatly by establishing and maintaining a partnership to enhance the quality and efficiency of California's transportation system.

Through this partnership, the Department is asking to participate within its statutory responsibility during the EIR/EIS process for the Merced-to-Bakersfield section of the High-Speed Train and act as:

- a responsible agency pursuant to Section 15082 of the California Environmental Quality Act, and
- a cooperating agency pursuant to Section 6002 of the Safe Accountable Flexible Efficient Transportation Equity Act—Legacy for Users

Caltrans, Central Region would like to participate in all aspects of the Environmental Document and Project Approval process, including assistance in developing a refined purpose and need, providing input during the alternative selection process, and offering expertise on environmental avoidance, minimization, and mitigation efforts. Because design of the High-Speed Train is still preliminary, we are unable to give a comprehensive response to specific issues or concerns pertaining to Caltrans at this time. However, we are interested in any impacts that the proposed

high-speed train would have on the physical, human, and natural environment; and would like to evaluate measures to avoid, minimize, and mitigate any adverse impacts.

One area of concern is the increased traffic traveling to and from the proposed train stations, which may have significant impacts to the State highway system. Future grade separations may also have operational impacts to the State highway system and it is recommended that these potential traffic impacts be analyzed and included in the study.

The typical cross-section presented for the high-speed train shows right of way requirements at 60 feet. Please ensure that an increased footprint and right of way width at the grade separations is taken into account for the impact study.

At locations where the high-speed train line parallels the highway, please provide studies documenting the impacts due to turbulence to lighter vehicles, i.e. motorcycles, traveling on the highway. We also have concerns with the possible visual distractions that may be caused by the passing of a high-speed train surprising the motoring public. Additionally, we have concerns about flying debris and trash onto the State highways.

Specific impacts at all State facility crossings should be included in the study to avoid additional studies in the future. All State crossings will require an individual Project Initiation Document (PID) to gain conceptual approval and a Project Report (PR) to select a preferred roadway alternative. Please refer to Caltrans' Project Development Procedures Manual for processes involved in developing specific projects and the Highway Design Manual for design criteria. This information may be found online at: <http://www.dot.ca.gov/hq/oppd/pdpm/pdpm.htm> and <http://www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm>.

Our staff is available to meet and discuss with the High-Speed Rail Authority on any issues, which are unique to the Central Valley. The Department welcomes the opportunity to be invited to the Technical Advisory Group team meetings. We have particular interest in the development of proposed station locations, sites for right of way maintenance, train storage facilities, and the heavy maintenance and repair facility, and the alignments as they relate to existing and future Caltrans facilities. Our environmental division offers the High-Speed Rail Authority and its consultant's access to our environmental staff and our many Caltrans environmental documents that explain the sensitive environmental issues unique to the Central Valley.

Once the project moves to design and construction phases, encroachment permits must be obtained for all proposed activities for placement of encroachments within, under, or over the State highway rights of way. Activity and work planned in the State right of way shall be performed to State standards and specifications, at no cost to the Department. Engineering plans, calculations, specifications, and reports (documents) shall be stamped by a licensed Engineer or Architect. Engineering documents for encroachment permit activity and work in the State right of way shall be submitted using English units. The Permit Department will review and approve the activity and work in the State right of way before an encroachment permit is issued. Encroachment permits will be issued in accordance with Street and Highway Codes, Section 671.5, "Time Limitations."

Ms. Carrie Pourvahidi
April 7, 2009
Page 3

Encroachments are subject to removal by the Department in accordance with Sections 673 and 720 of the Streets and Highway Codes.

If you have any questions, please call the following contacts at Caltrans: Carol McDonald, High Speed Rail Coordinator (559) 445-5876 or email me at carol_mcdonald@dot.ca.gov or Sarah Gassner, Branch Chief, Southern Sierra Environmental Analysis (559) 243-8243 or email sarah_gassner@dot.ca.gov.

Sincerely,



CAROL MCDONALD, High Speed Rail Coordinator
Office of Transportation Planning
District 6

C: Mr. Scott Morgan, Senior Planner, State Clearinghouse

Ms. Carrie Pourvahidi
April 7, 2009
Page 4

bcc:

Carrie Bowen, Deputy District Director, Central Region Environmental
Sarah Gassner, Senior - Environmental Planning
Garth Fernandez, Senior - Transportation Engineer, Project Manager
Tom Dumas, Senior – Intermodal Planning (D 10)

DEPARTMENT OF TRANSPORTATION

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FRESNO, CA 93778-2616
PHONE (559) 445-5232
FAX (559) 488-4088
TTY (559) 488-4066



*Flex your power!
Be energy efficient!*

October 29, 2009

2135-IGR/CEQA
06-MER/FRE
MERCED TO FRESNO HIGH-SPEED TRAIN PROJECT
SCH #2009091125

Ms. Carrie Bowen
California High Speed
Rail Authority
925 "L" Street, Suite 1425
Sacramento, CA 95814

The California Department of Transportation (Caltrans), Central Region Environmental Division, has reviewed the September 29, 2009 Notice of Preparation of a Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for a Merced to Fresno High-Speed Train System. The Environmental Division had responded on April 3, 2009 to the Notice of Preparation of a Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Merced to Bakersfield High-Speed Train Project dated February 24, 2009. This response occurred before the environmental effects of the Merced to Bakersfield High Speed Train were separated into two separate EIR/EIS documents, one from Merced to Fresno and the other from Fresno to Bakersfield. Attached for your information is our April 3, 2009 letter.

The Environmental Division is asking to participate within its statutory responsibility during the EIR/EIS process for the Merced to Fresno section of the High-Speed Train and act as:

- a responsible agency pursuant to Section 15082 of the California Environmental Quality Act, and
- a cooperating agency pursuant to Section 6002 of the Safe Accountable Flexible Efficient Transportation Equity Act—Legacy for Users

The Environmental Division supports the proposed High-Speed Train from Merced to Fresno and appreciates the opportunity to cooperate and comment on the project. We look forward to working with the High-Speed Rail Authority and anticipate that a coordination plan between the two agencies would be developed. It is anticipated that both agencies and their facilities will benefit greatly by establishing and maintaining a partnership to enhance the quality and efficiency of the State of California's transportation systems.

The Environmental Division expects to coordinate with the Federal Railroad Administration and the High-Speed Rail Authority when the proposed alternatives could potentially affect Caltrans facilities or proposed projects that would improve Caltrans facilities. The Environmental Division is interested in the effects that the proposed High-Speed Train would have on the physical, human, and natural environment and would like to evaluate measures to avoid, minimize, and mitigate any adverse impacts.

We would also like to offer the High-Speed Rail Authority and its consultant's access to our staff and our many Caltrans environmental documents that explain the sensitive environmental issues unique to the Central Valley.

Ms. Carrie Bowen
October 29, 2009
Page 2

Because design of the High-Speed Train is still preliminary, the Environmental Division is unable to give you a comprehensive response to specific issues or concerns pertaining to Caltrans at this time. However, the Environmental Division would like to participate in all aspects of the Environmental Document and Project Approval process, including helping develop a refined purpose and need, providing input during the alternative selection process, and offering expertise on environmental avoidance, minimization, and mitigation efforts.

We would also appreciate being invited to the Technical Advisory Group team meetings. We have particular interest in the development of proposed station locations, sites for right-of-way maintenance, train storage facilities, and the heavy maintenance and repair facility, and the alignments as they relate to existing and future Caltrans facilities.

Should the High-Speed Rail Authority have any questions about the Environmental Division and this response, please feel free to call Sarah Gassner, Branch Chief, Southern Sierra Environmental Analysis at (559) 243-8243 or email her at sarah_gassner@dot.ca.gov or Carol McDonald at (559) 445-5876 or email her at carol_mcdonald@dot.ca.gov.



Randy Treece, Chief
Office of Transportation Planning South
District 6

C: Ms Sharri Bender-Ehlert, State Clearinghouse
Ms Lisa Zito, IGR Coordinator, Planning South
Ms Carrie Pouvahidi
Mr. Garth Fernandez
Mr. Steve McDonald

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax



March 2, 2009



Carrie Pourvahidi
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: SCH#2009021107 Merced to Bakersfield High-Speed Train Project EIR/EIS: Merced and Kern Counties.

Dear Ms. Pourvahidi:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. **USGS 7.5 minute quadrangle name, township, range and section required.**
 - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached.**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Katy Sanchez
Katy Sanchez
Program Analyst

CC: State Clearinghouse

Native American Contact
Merced and Kern Counties
March 2, 2009

Santa Rosa Rancheria
Clarence Atwell, Chairperson
P.O. Box 8
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(559) 924-1278
(559) 924-3583 Fax

Tache
Tachi
Yokut

Katherine Erolinda Perez
PO Box 717
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(209) 887-3415

Ohlone/Costanoan
Northern Valley Yokuts
Bay Miwok

Tule River Indian Tribe
Neil Peyron, Chairperson
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chairman@tulerivertribe-nsn.
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Yokuts

Kitanemuk & Yowlumne Tejon Indians
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(626) 339-6785

Yowlumne
Kitanemuk

Ron Wermuth
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warmoose@earthlink.net
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(916) 717-1176 - Cell

Tubatulabal
Kawaiisu
Koso
Yokuts

Amah Mutsun Tribal Band
Valentin Lopez, Chairperson
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vlopez@amahmutsun.org
(916) 481-5785

Ohlone/Costanoan

Southern Sierra Miwuk Nation
Jay Johnson, Spiritual Leader
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Mariposa , CA 95338
209-966-6038

Miwok
Pauite
Northern Valley Yokut

Tejon Indian Tribe
Kathy Morgan, Chairperson
2234 4th Street
Wasco , CA 93280

Yowlumne
Kitanemuk

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This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2009021107 Merced to Bakersfield High-Speed Train Project EIR/EIS: Merced and Kern Counties.

Native American Contact
Merced and Kern Counties
March 2, 2009

Kawaiisu Tribe David Laughinghorse Robinson PO Box 20849 Bakersfield , CA 93390 (661) 664-3098 - work (661) 664-7747 - home	Kawaiisu	Southern Sierra Miwuk Nation Anthony Brochini, Chairperson P.O. Box 1200 Mariposa , CA 95338 tony_brochini@nps.gov 209-379-1120 209-628-0085 cell	Miwok Paiute Northern Valley Yokut
North Valley Yokuts Tribe Katherine Erolinda Perez PO Box 717 Linden , CA 95236 (209) 887-3415	Ohlone/Costanoan Northern Valley Yokuts Bay Miwok	Choinumni Tribe; Choinumni/Mono Lorrie Planas 2736 Palo Alto Clovis , CA 93611	Choinumni Mono
Kern Valley Indian Council Harold Williams, Chairperson 15775 Setimo Creek Road Caliente , CA 93518 (661) 333-5032	Southern Paiute Kawaiisu Tubatulabal Koso Yokuts	Tejon Indian Tribe Ernie Garcia 23437 Via Gayo Valencia , CA 91355 661-254-4856	Yowlumne Kitanemuk
Amah Mutsun Tribal Band Edward Ketchum 35867 Yosemite Ave Davis , CA 95616 aerieways@aol.com	Ohlone/Costanoan Northern Valley Yokuts	Esohm Valley Band of Indians Kenneth Woodrow, Chairperson 1179 Rock Haven Ct. Salinas , CA 93906 831-443-9702	Foothill Yokuts Mono

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Native American Contact

Merced and Kern Counties

March 2, 2009

Tejon Indian Tribe

Kathy Van Meter, Cultural Res. Team Leader

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Bakersfield , CA 93314

Yowlumne

Kitanemuk

Kern Valley Indian Council

Robert Robinson, Historic Preservation Officer

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(760) 549-2131 (Work)

Tubatulabal

Kawaiisu

Koso

Yokuts

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Paiute

Yokuts

Tubatulabal

Tubatulabals of Kern Valley

Donna Begay, Tribal Chairwoman

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Miwok

Paiute

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Chumash Council of Bakersfield

Arianne Garcia, Chairperson

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NATIVE AMERICAN HERITAGE COMMISSION

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October 8, 2009

Carrie Bowen
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: SCH#2009091125 Merced to Fresno High-Speed Train Project; Madera, Merced and Fresno Counties.

Dear Ms. Allen:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

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 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. USGS 7.5 minute quadrangle name, township, range and section required.
 - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. Native American Contacts List attached.
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Katy Sanchez
Katy Sanchez
Program Analyst
(916) 653-4040

CC: State Clearinghouse

Native American Contact
Madera, Merced and Fresno Counties
October 8, 2009

Big Sandy Rancheria of Mono Indians
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North Fork Mono Tribe
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Table Mountain Rancheria
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(559) 822-2693 FAX

North Fork Rancheria
Elaine Fink, Chairperson
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(559) 877-2481
(559) 877-2467 Fax

Dunlap Band of Mono Indians
Florence Dick, Tribal Secretary
P.O. Box 344 Mono
Dunlap , CA 93621
tribecouncil@dunlapmono.
(209) 338-2329

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This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2009091125 Merced to Fresno High-Speed Train Project; Madera, Merced and Fresno Counties.

Native American Contact
Madera, Merced and Fresno Counties
October 8, 2009

Southern Sierra Miwuk Nation
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Pauite
Northern Valley Yokut

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Mono

Dumna Wo-Wah Tribal Goverment
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Dumna/Foothill
Mono

Amah Mutsun Tribal Band
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(916) 481-5785

Ohlone/Costanoan

Dumna Tribal Government
Karin Wilson Kirkendal, Chairperson
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Dumna/Foothill
Choinumni

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Native American Contact
Madera, Merced and Fresno Counties
October 8, 2009

North Valley Yokuts Tribe
Katherine Erolinda Perez
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Linden , CA 95236
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Ohlone/Costanoan
Northern Valley Yokuts
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Southern Sierra Miwuk Nation
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Miwok
Pauite
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Traditional Choinumni Tribe
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Choinumni/Foothill

Choinumni Tribe; Choinumni/Mono
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Choinumni
Mono

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Ohlone/Costanoan
Northern Valley Yokuts

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Mono

Sierra Nevada Native American Coalition
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Mono
Foothill Yokuts

Picayune Rancheria of Chuckchansi
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Chuckchansi / Yokut

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Native American Contact
Madera, Merced and Fresno Counties
October 8, 2009

Picayune Rancheria of Chuckchansi
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Table Mountain Rancheria
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Dunlap Band of Mono Indians
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559-252-0188
559-252-0198 - fax

Kings River Choinumni Farm Tribe
John Davis, Chairman
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Clovis, CA 93612-2211 Choinumni
559-324-9908

Cold Springs Rancheria of Mono Indians
Tina Williams, Environmental Coordinator
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(559) 855-5043
(559) 855-4445 - Fax

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Native American Contact
Madera, Merced and Fresno Counties
October 8, 2009

Esohm Valley Band of Indians/Wuksache Tribe
Kenneth Woodrow, Chairperson
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Salinas , CA 93906 Mono
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Cold Springs Rancheria of Mono Indians
Carol Bill - Tribal Administrator
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(559) 855-4445 - FAX

Dumna Tribal Government
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Kings River Choinumni Farm Tribe
Stan Alec
2248 Vartikian Foothill Yokuts
Clovis , CA 93611 Choinumni
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559-647-3227 - cell

Southern Sierra Miwuk Nation
Les James, Spiritual Leader
PO Box 1200 Miwok
Mariposa , CA 95338 Pauite
209-966-3690 Northern Valley Yokut

The Choinumni Tribe of Yokuts
Rosemary Smith, Chairperson
1505 Barstow Choinumni
Clovis , CA 96311 Foothill YoKut
monoclovis@yahoo.com
559-862-5757

Chowchilla Tribe of Yokuts
Jerry Brown
10553 N. Rice Road North Valley Yokuts
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California Valley Miwok Tribe
Debra Grimes, Cultural Preservation Specialist
PO Box 1015 Miwok
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209-293-4135
209-770-4137 - cell

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PUBLIC UTILITIES COMMISSION

320 West 4th Street, Suite 500
Los Angeles, CA 90013



April 10, 2009



SCH# 2009021107

Merced to Bakersfield High Speed Train System
Kern and Tulare County

Dan Leavitt
Deputy Director
California High-Speed Rail Authority
925 L Street Suite 1425
Sacramento, CA 95814

Re: SCH# 2009021107 – Response to Notice of Preparation (NOP) of Project Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the Merced to Bakersfield High-Speed Train (HST) system

Dear Mr. Leavitt:

The California Public Utilities Commission's (Commission) Rail Crossing Engineering Section (RCES) is taking this opportunity to address the California High-Speed Rail Authority's (Authority) NOP of an EIR/EIS for the Merced to Bakersfield HST project. RCES staff offers the following comments.

Commission Requirements and Policy

The Commission has jurisdiction over the safety of highway-rail crossings (crossings) in California. The Commission has exclusive power over the design, alteration, and closure of crossings, pursuant to Public Utilities Code Section 1201 et al. Application to the Commission is required for construction of railroad across a public road (Commission Rule 3.9). The HST project is subject to a number of other rules and regulations involving the Commission. The design criteria of the proposed project will need to comply with Commission General Orders (GO's). The following GO's, among others, may be applicable:

- GO 26-D (regulations governing clearances on railroads and street railroads with reference to side and overhead structures, parallel tracks, crossing of public roads, highways and streets)
- GO 72-B (rules governing the construction and maintenance of crossings at grade of railroads with public streets, roads and highways)
- GO 75-D (regulations governing standards for warning devices for at-grade highway-rail crossings)
- GO 88-B (rules for altering public highway-rail crossings)
- GO 95 (rules for overhead electric line construction)

Background on Currently Proposed High-Speed Train Alignment

The BNSF Railway alignment currently proposed for the Merced to Bakersfield HST project impacts approximately 9 at-grade crossings in Tulare County and approximately 11 grade-separated crossings, 1 grade-separated-pedestrian crossing and 37 at-grade crossings in Kern County. BNSF Railway and San Joaquin Valley Railroad operate freight trains on this line. The National Passenger Railroad Corporation (Amtrak) also operates passenger trains on this line.

The High-Speed Train Alternative

The HST Alternative proposes the construction of an “electric-powered steel-wheel-on-steel-rail HST system... operating at speeds of 220 mph on mostly dedicated, fully grade-separated tracks.”

1. The Commission’s RCES recommends the consolidation and grade-separation of all existing at-grade crossings along any adopted alignment in the HST project. Building a new grade separation structure adjacent to an at-grade railroad crossing can negatively impact the safety of the existing crossing due to limiting the configuration of warning devices, limiting the geometry of the roadway and sidewalk (potentially precluding medians or ADA compliant improvements), and obstructing visibility of the warning devices or an approaching train. Rather than degrading the safety of the existing at-grade crossings, the project should provide overall improvement by constructing a grade separation of all the tracks at each crossing.
2. It is strongly recommended that the HST project operate on an entirely dedicated and fully grade-separated track. Incompatibilities with current railroad technology for Constant Warning Time Detection systems may significantly compromise active warning devices.
3. Because the HST system will operate at speeds of 220 mph within the Merced to Bakersfield segment of the HST project, consideration should be given to grade-separated structures that involve trenching the HST track. There are several grade-separated structures along the proposed alignment that may be significantly impacted as such structures have the roadway elevated above the railroad tracks.
4. As construction of roadway grade separation structures is likely to involve massive changes to public infrastructure and private property in the vicinity of the railroad crossings, local entities must be allowed to amend their general plans and incorporate this HST project into existing footprints to allow for future right-of-way preservation.
5. The majority of cities along the proposed corridor have built their downtowns around the tracks. The high density commercial, residential and industrial areas near the tracks lead to a high amount of pedestrians around the tracks. Leaving the tracks at the current elevation is likely to result in trespassing issues similar to those currently experienced along the rail corridor. Elevating or lowering the tracks, particularly in the downtown areas, would mitigate this concern. Vandal resistant fencing or barriers along any remaining at-grade portions of the alignment should be a requirement of the project.

6. The Commission's RCES requests a more detailed proposal of the Merced to Bakersfield HST project. The comments offered by the Commission's RCES staff are based on limited and generic information of the proposed HST project. In preparation for the EIR study, all proposed grade-separated structure locations must be identified. Moreover, identification of all existing at-grade crossings along any adopted alignment is required, so that potential impact and mitigation measures can be fully addressed.
7. Because the HST project is solely dependent on an electrified train operation system, discussions in regards to the placement of electrical lines must be held with Commission staff so that existing utilities aren't impacted and minimum required clearances are met.

The Commission is the responsible agency under CEQA section 15381 with regard to this project. As such, we greatly appreciate the opportunity to work with the Authority to improve public safety as it relates to crossings in the Merced to Bakersfield segment of the HST system in California. We request that RCES be kept informed of all developments associated with the HST project. Meetings should be arranged with the Commission's RCES staff to discuss relevant safety issues and to conduct diagnostic reviews of any proposed and impacted crossing locations along the BNSF Railway alignment in the Merced to Bakersfield HST project. As more information related to the HST system becomes available, RCES staff will subsequently forward the Authority its comments and recommendations to prevent any delays in the project.

Lastly, as indicated to Authority staff at the regional public scoping meetings held in Fresno, Visalia and Bakersfield, we request that an administrative draft of the Draft Environmental Impact Report be sent to the Commission's RCES so that all parties are able to address any issues before they are made public in the final EIR. Hopefully, this collaborative process will assist in meeting General Order requirements as they apply to the HST project, the review of the environmental documents and the final CEQA approval of the project.

Attached is a listing of railroad crossings along the proposed alignment that may be impacted by the Merced to Bakersfield segment of the HST system.

If you have any questions related to the Environmental Impact Report and/or CEQA review, please contact Moses Stites at (415) 713-0092 or via email at ms2@cpuc.ca.gov. For questions regarding specific Commission oversight and crossings design, please contact me at 213-620-2581 or by email at bd1@cpuc.ca.gov.

Sincerely,



Brian Leung
Rail Crossings Engineering Section
Consumer Protection and Safety Division
California Public Utilities Commission

Enclosures

ENCLOSURES

City	CPUC#	DOT#	Street Name	Comments
Tulare County (9)				
Unincorporated	002-929.80 002-932.10 002-934.20 002-938.80 002-942.40 002-943.50 002-944.70 002-945.90 002-947.00	028321N 028322V 028323C 028324J 028325R 028326X 028327E 028328L 028329T	Ave 24 Palmer Ave 56 Ave 88 Ave 112 Ave 120 Ave 128 Ave 136 Ave 144	<ul style="list-style-type: none"> These impacted crossings run parallel to Central Valley Highway (SR-43). Most of these crossings are less than 100-ft from SR-43. Grade-separation structures must involve creating the roadway over SR-43, BNSF Railway tracks and the proposed HST track. The proposed BNSF alignment within Tulare County will run into the Colonel Allensworth State Historic Park Corcoran Airport is approximately 2 miles west of the BNSF Railway tracks and 3 miles west of Central Valley Highway (SR-43) Hanford Airport is approximately 1 mile east of the BNSF Railway tracks and 1 mile west of Central Valley Highway (SR-43)

ENCLOSURES

City	CPUC#	DOT#	Street Name	Comments
Kern County (49)				
Unincorporated	002-924.60 002-922.50 002-921.50 002-920.50 002-918.00 002-917.00 002-914.50 002-913.50-B	028317Y 028316S 028315K 028310B 028309G 028308A 028306L 028304X	Garces Highway Schuster Road Pond Road Peterson Road Blankenship Ave Taussig Ave McCombs Road State Route 46	<ul style="list-style-type: none"> The Peterson Road (CPUC# 002-920.50) and Blankenship Ave (CPUC# 002-918.00) crossings are currently equipped with CPUC Standard 8 Flashing lights. The Kern National Wildlife Refuge is only a few hundred feet from the Garces Highway Crossing (CPUC #002-924.60)
Wasco	002-913.10 002-912.50	028302J 028300V	6 th Street Poso Drive	<ul style="list-style-type: none"> The 6th Street (CPUC# 002-913.10) crossing consists of 7 sets of railroad tracks.
Unincorporated	002-910.40 002-908.00 002-907.20 002-906.50	028397U 028395F 028394Y 028393S	Kimberlina Road Merced Ave Poplar Ave Fresno Ave	<ul style="list-style-type: none"> The Merced Ave (CPUC# 002-908.00) crossing is currently equipped with CPUC Standard 8 Flashing lights.
Shafter	002-905.80 002-905.50 002-905.10 002-905.10	028392K 028391D 756951R 028390W	Shafter Ave Central Ave Lerdo Highway Beech Ave & Los Angeles Street	

ENCLOSURES

City	CPUC#	DOT#	Street Name	Comments
Kern County (49)				
Unincorporated	002-904.37-C	030103G	Enos Lane (SR-43)	<ul style="list-style-type: none"> The City of Shafter created a "fish hook" spur line into its International Trade and Transportation Center (ITTC) located just north of the 7th Standard Road crossing (CPUC# 002-889.50). The 7th Standard Road (CPUC# 002-889.50) crossing is currently in the process of being grade-separated.
Unincorporated	002-903.70	028385A	Riverside Ave	
Unincorporated	002-903.90	028384T	Cherry Ave	
Unincorporated	002-902.68-C	030102A	Cherry Ave	
Unincorporated	002-902.30	028383L	Burbank Street	
Unincorporated	002-901.94-C	030101T	Santa Fe Way	
Unincorporated	002-899.50	028381X	7 th Standard Road	
Bakersfield	002-897.30	028380R	Kratzmeyer Road	
Unincorporated	002-896.60	028379W	Reina Road	
Unincorporated	002-895.30	028376B	Hageman Road	
Unincorporated	002-893.80-A	028375U	Rosedale Highway (SR-58)	
Bakersfield	002-892.70-B	028374M	Calloway Drive	
Bakersfield	002-891.70-A	028372Y	Coffee Road	
Unincorporated	002-890.10	028367C	Mohawk Road.	
Bakersfield	002-889.40-B	028292F	Truxton Ave	
Unincorporated	002-888.70-A	028363A	SR-99	

ENCLOSURES

City	CPUC#	DOT#	Street Name	Comments
Kern County (49)				
Bakersfield	002-888.50-A	028362T	Oak Street	<ul style="list-style-type: none"> The proposed BNSF alignment within Bakersfield will run over the Kern River and intersect with SR-99 before reaching the proposed Bakersfield station.
Bakersfield	002-887.50-B	028359K	H Street	
Bakersfield	002-887.35-B	028357W	Chester Ave	
Bakersfield	002-887.20	028354B	L Street	
Bakersfield	002-887.10	028351F	N Street	
Bakersfield	002-887.05-AD	027494A	Pedestrian Over Track	
Bakersfield	002-886.90-B	028297P	Q Street	
Bakersfield	002-886.50-B	028290S	Union Ave (SR 204)	
Bakersfield	002-886.40	028289K	Sonora Street	
Bakersfield	002-886.20	028288R	Tulare Street	
Bakersfield	002-885.95	028285V	Baker Street	
Bakersfield	002-885.77	028284N	East Truxtun Ave	
Bakersfield	002-885.75	028283G	Beale Ave	
Bakersfield	002-885.60	028281T	East 21 st and Gage Street	
Bakersfield	002-885.40	028280L	Sumner / Miller Street	

- CPUC# Highlighted in yellow indicates an existing grade-separated crossing (A – Roadway above tracks, B– Roadway below tracks)
- CPUC# Highlighted in cyan indicates an existing pedestrian grade-separated crossing (A–Roadway above tracks, B– Roadway below tracks)

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE

SAN FRANCISCO, CA 94102-3298



October 23, 2009

Carrie Bowen
Regional Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Notice of Preparation, Draft Environmental Impact Report (DEIR)
Merced to Fresno High-Speed Train Project EIR/EIS
SCH# 2009091125 and;
Fresno to Bakersfield High-Speed Train Project EIR/EIS
SCH # 2009091126

Dear Ms. Bowen:

As the state agency responsible for rail safety within California, the California Public Utilities Commission (CPUC or Commission) has exclusive power over the design, alteration, and closure of highway-rail crossings. Commission approval is required for the construction or alteration of crossings. Pursuant to Section 1201 et al. of the State of California Public Utilities Code, and Commission Rule 3.9, application to the Commission is required for construction of railroad across a public road.

Our letter dated April 3, 2009 is still valid and applicable to this project since there are no changes to the project, except that the project has been divided into two segments instead of one, as per the original NOP for this segment (Merced to Bakersfield). The preferred HST alignment alternatives and passenger station locations are also consistent with the initial NOP per the two most recent project descriptions.

Additionally, we are providing you with the following information to be incorporated in the preparation of the EIR/EIS and would recommend that the following be included in the mitigation monitoring section of all appropriate environmental documents including the HSRA policy document as they pertain to regulatory requirements in accordance with the CPUC.

The design criteria of the proposed project will need to comply with Commission General Orders (GO's). The following GO's, among others, may be applicable:

- o GO 26-D (regulations governing clearances on railroads and street railroads with reference to side and overhead structures, parallel tracks, crossing of public roads, highways and streets)

Carrie Bowen
Regional director
SCH #2009091125 and
SCH #2009091126
October 23, 2009
Page 2 of 2

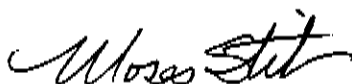
- GO 72-B (rules governing the construction and maintenance of crossings at grade of railroads with public streets, roads and highways)
- GO 75-D (regulations governing standards for warning devices for at-grade highway-rail crossings)
- GO 88-B (rules for altering public highway-rail crossings)
- GO-95 (rules for overhead electric line construction)

Commission authorization of new or modified highway-rail crossings may require environmental review documentation to support the request and approval from the Commission in accordance with CEQA. It is recommended that all environmental documents (EIR/EIS) for this project be prepared with this consideration to expedite the Commission authorization process.

Accordingly, we request the opportunity to review the Administrative Draft DEIR as applicable to our jurisdiction and oversight to assure the design and environmental clearance is in compliance with Commission requirements for this project.

Thank you for your consideration of these comments. We look forward to working with the HSRA staff on each of these segments in a coordinated effort at all levels. If you have any questions in this matter, please contact me at (415) 713-0092 or email at ms2@cpuc.ca.gov.

Sincerely,



Moses Stites
Rail Corridor Safety Specialist
Consumer Protection and Safety Division
Rail Transit and Crossings Branch
515 L Street, Suite 1119
Sacramento, CA 95814



Linda S. Adams
Secretary for
Environmental Protection

State Water Resources Control Board

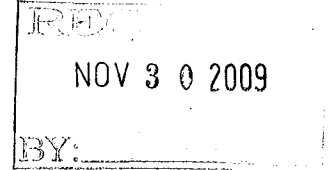
Division of Water Quality

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Mailing Address: P.O. Box 100 • Sacramento, California • 95812-0100
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Arnold Schwarzenegger
Governor

NOV 24 2009



Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt,

NOTICE OF PREPARATION (NOP) COMMENTS REGARDING THE PROPOSED CALIFORNIA HIGH-SPEED TRAIN (HST) PROJECT – MERCED TO FRESNO

State Water Resources Control Board (State Water Board) staff has reviewed the Notice of Preparation of a Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the HST System, the Merced to Fresno section. Although we recognize the importance of the HST project, we nevertheless note that it has the potential to adversely impact water quality and beneficial uses during construction as well as over the life of the project. Because of these potential effects, the State Water Board requests that the following concerns be addressed in the forthcoming Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS).

The proposed project alignments are located in areas administered by Central Valley Regional Water Quality Control Board (Regional Water Board). The size and scope of the proposed HST Project does not allow a comprehensive review of all on-the-ground details for all of the possible routes. This review, therefore, covers several general topics of concern and provides examples of classes of specific concerns that will need to be addressed in a DEIR/EIS and in development of subsequent project implementation plans.

STATE WATER AND REGIONAL WATER BOARD JURISDICTION

Clean Water Act Section 401 requires that anyone proposing to conduct a project that requires a federal permit, or that involves dredge or fill activities that may result in a discharge to surface waters, including wetlands, is required to obtain a Water Quality Certification (Certification) verifying that the project activities will comply with state water quality standards. Since the overall HST project spans more than one Regional Water Board, the State Water Board will issue the Certifications for each section, including this section. The State Water Board will consult with Regional Water Board staff on all conditions of the Certification. The State Water Board solicited and received comments from the Central Valley Regional Water Board and have incorporated their comments into this letter.

The State Water Board and Regional Water Boards have responsibility for all State waters which include waters of the United States as a subset. Any stormwater discharge or discharge of any pollutant, including dredge and fill material, shall be regulated under State and Regional Water Board permits.

California Environmental Protection Agency

In addition, dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the State Water Board's General Permit for Discharges of Storm Water Associated with Construction Activity.

State Water Board staff will work closely with Regional Water Board staff in development of all certification and storm water permit conditions, including mitigation and monitoring requirements.

PROVISION FOR ANALYSIS OF A FULL RANGE OF ALTERNATIVES

The State Water Board and Regional Water Boards require projects subject to their permitting authority to avoid and minimize impacts to all waters of the State to the maximum extent practicable, and to ensure no net loss of wetlands. For this reason, the Water Boards expect that full consideration and analysis of water quality impacts be included in all project alternatives of the Draft EIR/EIS.

PROVISION OF FULL INFORMATION ON ALTERNATIVES

The DEIR/EIS must clearly identify selected routes, and must clearly describe and locate all project infrastructure including station locations, roads, substations and all appurtenant structures. The DEIR/EIS must also clearly identify all waters of the State, including wetlands, that may be affected by the various project alternatives.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) LEAD AND RESPONSIBLE AGENCY CONSULTATION

The lead agency for CEQA compliance should be clearly identified in the DEIR/EIS. That agency should make every effort to ensure that all responsible agencies under CEQA, including the Water Boards and the California Department of Fish and Game, are consulted throughout the preparation of the DEIR/EIS. This consultation should address development of all avoidance, minimization, and compensatory mitigation measures for the project alternatives presented.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES

Avoidance and minimization of project effects to waters of the State should be a fundamental environmental strategy for the proposed project. For all project alternatives, construction and maintenance activities should be proposed that will avoid disturbance to riparian and wetland areas, streams, drainage channels, or to any landforms which, if disturbed, might affect water quality or the beneficial uses of waters. Avoidance measures should include site configurations that minimize the number of stream crossings and require natural channel design for all relocated segments of streams. Project design should also include scientifically based buffers between wetlands and streams and any impervious surface.

When avoidance is infeasible, construction and maintenance measures should be specified that would minimize disturbance to the fullest extent possible.

For any remaining and unavoidable impacts to waters of the State, mitigation for the loss of their functions and beneficial uses shall be provided. State Water Board staff will work with the

California Environmental Protection Agency

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project proponents and other regulatory agencies to ensure that this goal is met. The Draft EIR/EIS should discuss likely mitigation approaches for each alternative, including potential types, sites, timing and financial assurances.

HYDROLOGY

Potential significant effects to the aquatic resources should be evaluated using a watershed approach. The loss of functions and services of impacted water bodies, including wetlands, should be appraised considering the availability and the condition of aquatic resources in the impacted watershed. To protect existing hydrology, every effort should be made to incorporate "low impact development" design techniques such as limiting impervious surfaces and controlling runoff through ground infiltration methods. For any proposed change to existing flow volume, channel location/size, or rate of discharge, an evaluation should be made of the effects on current patterns, water circulation, normal water fluctuation, and salinity. Consideration should also be given to the potential diversion or obstruction of flow, alterations of bottom contours, or other significant changes in the hydrologic regime. Any potential surface and ground water effects should be evaluated in the DEIR/EIS. Water quality considerations should be included in project plans to repair or modify existing railway infrastructure, as well in project plans to build new infrastructure

BIOLOGICAL RESOURCES

Development associated with implementation of the proposed HST Project would contribute to the on-going loss of natural and agricultural lands, which currently provide habitat for a variety of federal and State listed special status species, as well as other wildlife and plant resources. Two important types of wildlife habitat are riparian and wetland habitats. These habitats can be threatened by development, erosion, and sedimentation, as well as by poor water quality. The water quality requirements of wildlife pertain to the water directly ingested, the aquatic habitat itself, and the effect of water quality on the production of food materials. Waterfowl habitat is particularly sensitive to changes in water quality. The Project could substantially reduce these habitats and restrict the movement of several species. The DEIR/EIS should fully describe the potential project related impacts to animal and plant species habitat, including wetlands and riparian areas and commit to habitat preservation measures that protect water quality, species movement and habitat needs.

INSPECTION AND MONITORING FOR ENVIRONMENTAL COMPLIANCE

Provisions for inspecting and monitoring the project for environmental compliance should be included in the DEIR/EIS. This monitoring effort would be active for the time required to achieve post-construction mitigation success. Qualified, independent inspectors who would have authority to enforce all pertinent environmental guidelines and mitigation measures should conduct this inspection and monitoring effort. The inspection team should be assigned, funded, and equipped to cover the entire project area for all hours and days of operation. This inspection team should be led and/or staffed by qualified persons with experience and training in natural resources, geology, soils, ecology, or related disciplines. The inspection team should also include persons qualified in storm water management, erosion prevention, and erosion control (as evidenced by work experience or certifications such as Certified Professional in Erosion and Sediment Control, or Certified Professional in Storm Water Quality). The inspection team should also include persons with experience and skill that is pertinent to the terrain traversed by the proposed project. Inspectors with urban construction experience, for example, may not be skilled or qualified for inspection of activity in backcountry forest or



rangeland settings. These inspectors should be readily accessible to regulatory agency staff, and should make regular and timely reports to all agencies.

AVOIDANCE OF SPECIAL AREAS

Special efforts should be made to avoid impacts to wetlands and waters of the State in areas of ecological integrity, such as California State Parks, designated Wilderness, Wilderness Study Areas, Areas of Critical Environmental Concern, and similar sites. These areas typically contain waters of the State with important habitat and recreational beneficial uses.

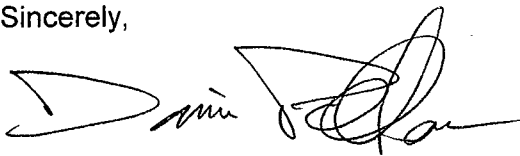
CUMULATIVE EFFECTS:

There are existing and proposed new rail lines and other linear projects in the project area. A full discussion of the cumulative effects of the proposed project in the context of these existing and proposed new projects should be included in the DEIR/EIS. The HST Project should incorporate design modifications that reestablish or improve on current environmental conditions and ecological processes and functions to lessen cumulative effects.

IN CONCLUSION

State Water Board staff thanks the California High-Speed Rail Authority for this opportunity to comment on this project. Please continue to include our agency in all future correspondence regarding this project. We are available to discuss the project and our comments in detail. For questions or comments, contact Mr. Bill Orme at (916) 341-5464 (borme@waterboards.ca.gov) or Catherine Woody at (916) 341- 5785 (CWoody@waterboards.ca.gov).

Sincerely,



Darrin Polhemus
Deputy Director
Division of Water Quality

cc: (See next page)



cc: (Continuation page)

cc: Mr. Mike Jewell, Chief
Regulatory Branch, Sacramento District
U.S. Army Corps of Engineers
1325 J Street
Sacramento, CA 95814-2922

Mr. Dave Smith, Chief
Wetlands Regulatory Office
U.S. Environmental Protection Agency
Region 9
75 Hawthorne Street
San Francisco, CA 94105

Dr. Jeffry R. Single, Regional Manager
Department of Fish and Game
Central Region
1234 E. Shaw Avenue
Fresno, CA 93710

Ms. Pamela Creedon, Executive Officer
Central Valley Regional Water Quality Control Board
11020 Sun Center Drive, #200
Rancho Cordova, CA 95670-6114

Ms. Debbi Bates, Program Manager
Central Valley Regional Water Quality Control Board
Fresno Branch Office
1685 E. Street, Suite 200
Fresno, CA 93706



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California State Senate

SENATOR
JEFF DENHAM
TWELFTH SENATE DISTRICT



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INTERNATIONAL BUSINESS TRADE

SUBCOMMITTEE
BUSINESS, PROFESSIONS & ECONOMIC
DEVELOPMENT SUBCOMMITTEE ON
ECONOMY, WORKFORCE PREPARATION &
DEVELOPMENT

March 18, 2009

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt:

Transportation is a major issue in the Central Valley and throughout all of California. Traffic and congestion plague our roads and highways, and contribute to air pollution. Bringing jobs to the Central Valley is also critical as our region faces record unemployment.

The High-Speed Rail project will help address these issues when the project comes through Merced, and particularly if a maintenance hub is located at the Castle Commerce Center, located at the former Castle Air Force Base.

I have been a strong advocate, at both the state and federal levels, to make sure there is a High-Speed Rail maintenance hub in Merced County.

Merced County is an ideal location for the maintenance hub and the former Castle Air Force Base is already set up for such industrial development.

A High-Speed Rail maintenance hub in Merced County will bring jobs to the Central Valley, and help relieve traffic congestion and air pollution in the region.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Denham".

JEFF DENHAM
12th Senatorial District

REPRESENTING MADERA, MERCED, MONTEREY, SAN BENITO AND STANISLAUS COUNTIES

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(916) 445-0773 FAX

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1640 N STREET, #210
MERCED, CA 95340
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(209) 726-5498 FAX

CENTRAL VALLEY FLOOD PROTECTION BOARD

3310 El Camino Ave., Rm. LL40
SACRAMENTO, CA 95821
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PERMITS: (916) 574-0685 FAX: (916) 574-0682



March 10, 2009

Ms. Carrier Pourvahidi
Attn: Merced to Bakersfield
CA High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Ms. Pourvahidi:

State Clearinghouse (SCH) Number:
Merced to Bakersfield High-Speed Train Project

Staff for the Department of Water Resources has reviewed the subject document and provides the following comments:

The proposed project is located within the jurisdiction of the Central Valley Flood Protection Board (Formerly known as The Reclamation Board). The Board is required to enforce standards for the construction, maintenance and protection of adopted flood control plans that will protect public lands from floods. The jurisdiction of the Board includes the Central Valley, including all tributaries and distributaries of the Sacramento River and the San Joaquin River, and designated floodways (Title 23 California Code of Regulations (CCR), Section 2).

A Board permit is required prior to starting the work within the Board's jurisdiction for the following:

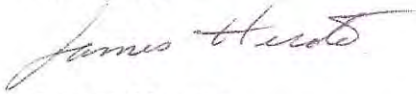
- The placement, construction, reconstruction, removal, or abandonment of any landscaping, culvert, bridge, conduit, fence, projection, fill, embankment, building, structure, obstruction, encroachment, excavation, the planting, or removal of vegetation, and any repair or maintenance that involves cutting into the levee (CCR Section 6);
- Existing structures that predate permitting or where it is necessary to establish the conditions normally imposed by permitting. The circumstances include those where responsibility for the encroachment has not been clearly established or ownership and use have been revised (CCR Section 6);

The permit application and Title 23 CCR can be found on the Central Valley Flood Protection Board's website at <http://www.cvfpb.ca.gov/>. Contact your local, federal and state agencies, as other permits may apply.

If you have any questions please contact me at (916) 574-0651 or by email jherota@water.ca.gov.

Ms. Pourvahidi
March 10, 2009
Page 2 of 2

Sincerely,

A handwritten signature in cursive script, appearing to read "James Herota".

James Herota
Staff Environmental Scientist
Floodway Protection Section
Division of Flood Management

cc:

Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814



San Joaquin Valley

AIR POLLUTION CONTROL DISTRICT



NOV 03 2009

Mehdi Morshed
California High-Speed Rail Authority
925 "L" Street, Suite 1425
Sacramento, CA 95814

Project: Merced to Fresno High Speed Train (SCH# 2009091125)
Subject: District Rule 9510: Indirect Source Review (ISR) applicability
District CEQA Reference No: 20090653

Dear Mr. Mehdi,

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above and determined that the project may be subject to District Rule 9510 (Indirect Source Review). Rule 9510 requires applicants subject to the rule to provide information that enables the District to quantify construction, area and operational emissions, and potentially mitigate a portion of those emissions. An application must be filed with the District no later than concurrent with application with a local agency for the final discretionary approval. For additional information, please visit the District's ISR website: <http://www.valleyair.org/ISR/ISRHome.htm>

For your convenience, a document is enclosed which addresses frequently asked questions regarding Indirect Source Review (ISR). This may be used as a reference to better understand ISR, and how the District processes applications.

District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this project. You can contact the District at (559) 230-6000 and CEQA/ISR staff will be available to further discuss the regulatory requirements that are associated with this project. Thank you for your cooperation in the matter.

Sincerely,

David Warner
Director of Permit Services

Arnaud Marjollet
Permit Services Manager

Enclosure: ISR FAQ

Seyed Sadredin
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: 661-392-5500 FAX: 661-392-5585



San Joaquin Valley

AIR POLLUTION CONTROL DISTRICT

Frequently Asked Questions Regarding Indirect Source Review

Q: What is the purpose of Indirect Source Review (ISR)?

A: As land development and population in the San Joaquin Valley continues to increase, so will indirect air emissions that negatively effect air quality. The emissions are called indirect because they don't come directly from a smokestack, like traditional industry emissions, but rather the emissions are indirectly caused by this growth in population. As a consequence, the San Joaquin Valley Air Pollution Control District (District) adopted Indirect Source Review (Rule 9510) to reduce the impacts of growth in emissions from all new land development in the San Joaquin Valley.

Q: When is a project subject to ISR?

A: A project is subject to ISR if all of the following are applicable:

- The project received its **final discretionary approval** from the land use agency on or after **March 1, 2006**.
- The project meets or exceeds the following District applicability thresholds:

2,000 square feet commercial	25,000 square feet light industrial	100,000 square feet heavy industrial
20,000 square feet medical office	39,000 square feet general office	9,000 square feet educational
10,000 square feet governmental	20,000 square feet recreation space	50 residential units
9,000 square feet of space not included in the list		

- The project's primary functions are not subject to District Rule 2201 (New and Modified Stationary Source Review Rule), or District Rule 2010 (Permits Required). For more information on the applicability of ISR regarding a specific project, please contact the District at (559) 230-6000 or visit the District's website at <http://www.valleyair.org/ISR/ISRHome.htm>.

Q: For the purposes of Rule 9510, what is final discretionary approval?

A: A decision by a public agency that requires the exercise of judgment or deliberation when the public agency or body decides to approve or disapprove a particular development project, as distinguished from situations where the public agency merely has to determine whether there has been conformity with applicable statutes, ordinances, or regulations. Examples of discretionary approvals include Tentative Tract Maps, Site Plans, and Conditional Use Permits. A building permit would be an example of a ministerial approval.

Q: What pollutants does ISR target?

A: The ISR rule looks to reduce the growth in NO_x and PM₁₀ emissions associated with the construction and operation of new development projects in the San Joaquin Valley. The rule requirement is to reduce construction NO_x and PM₁₀ emissions by 20% and 45%, respectively, as well as reducing operational NO_x and PM₁₀ emissions by 33.3% and 50%, respectively, when compared to unmitigated projects.

Q: What are NO_x and PM₁₀?

A: Nitrogen oxide (NO_x) is an ozone precursor, or principal component of ozone. Ozone is a colorless, odorless reactive gas comprised of three oxygen atoms. It is found naturally in the earth's stratosphere, where it absorbs the ultraviolet component of incoming solar radiation that can be harmful to life. Ozone is also found near the earth's surface, where pollutants emitted from society's activities react in the presence of sunlight to form ozone. Hot sunny weather with stagnant wind conditions favors ozone formation, so the period from May through September is when high ozone levels tend to occur in the San Joaquin Valley Air Basin.

Particulate matter (PM) is a generic term used to describe a complex group of air pollutants that vary in composition. PM₁₀ particles have a diameter of 10 microns (micrometers) or less. The sources of PM can vary from wind blown dust particles to fine particles directly emitted from combustion processes, or may be formed from chemical reactions occurring in the atmosphere.

Q: What is URBEMIS?

A: URBEMIS (Urban Emissions) is a computer modeling program that estimates construction, area source and operational emissions of NO_x and PM₁₀ from potential land uses. This program uses the most recent approved version of relevant Air Resources Board (ARB) emissions models and emission factors.

Q: How can a project's emissions be reduced to lessen the impact on air quality (On-site emissions reductions)?

A: A project's emissions can be reduced by incorporating District approved mitigation measures. These include, but are not limited to, the following:

- Bicycle lanes throughout the project
- Proximity to existing or planned bus stops
- Proximity to existing or planned local retail
- Eliminate woodstoves and fireplaces from the project
- Cleaner fleet construction vehicles
- Energy efficiency beyond Title 24 requirements

For more information on additional measures that help reduce emissions, please contact the District at (559) 230-6000 or by visiting the District's website at <http://www.valleyair.org/ISR/ISROnSiteMeasures.htm>

Q: What will I receive from the District once the Air Impact Assessment (AIA) has been approved?

A: When the AIA is approved the applicant will receive an approval letter, along with the following:

- Off-site emissions estimator worksheet (see below)
- Fee estimator worksheet (see below)
- Monitoring and Reporting Schedule (MRS), if applicable
- Project invoice, if applicable

Q: What is the Off-site Emissions Estimator Worksheet?

A: This Excel worksheet uses the project's total tons of NO_x and PM_{10} as calculated using URBEMIS and compares the unmitigated emissions against the mitigated emissions, determining whether the reduction in emissions is sufficient to satisfy the rule. If the reduction is not sufficient, the required off-site emission reductions are calculated using the District's off-site emission reduction equations, which can be found on the District's website at <http://www.valleyair.org/rules/currentrules/r9510.pdf> (Sections 7.0 through 7.1.2.2)

Q: What is the Fee Estimator Worksheet?

A: The Fee Estimator is an Excel worksheet used to calculate the total dollar amount of off-site fees that must be paid to the District in order to cover the District's cost of obtaining the required off-site emission reductions, and therefore fulfill the rule requirement. This fee amount is derived by multiplying the total tons of off-site reductions by the applicable rate.

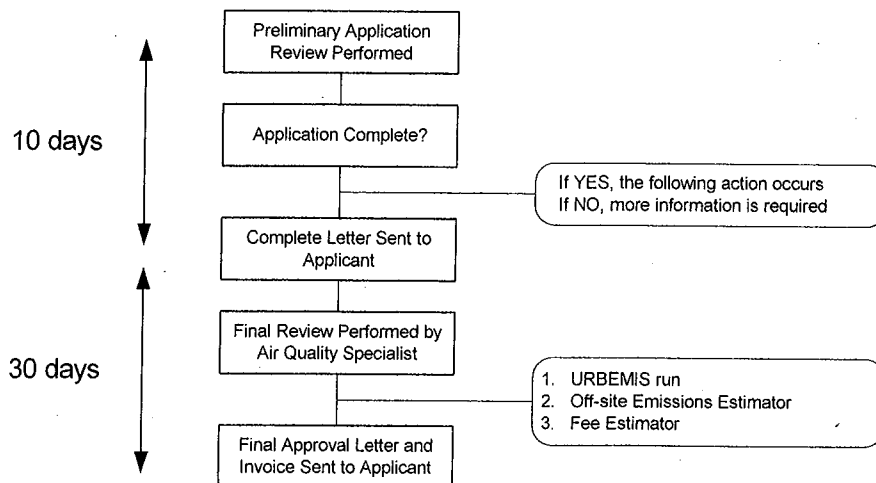
Q: Why are mitigation fees collected, and how are they used by the District?

A: When a development project cannot reduce its NO_x and PM_{10} emissions to the level required by the rule, then the difference must be mitigated through the payment of a fee. The monies collected from this fee will be used by the District to reduce emissions in the San Joaquin Valley on behalf of the project, with the goal of offsetting the emissions increase from the project by decreasing emissions elsewhere. More specifically, the fees received by the District are used in the District's existing Emission Reduction Incentive Program (ERIP) to fund emission reduction projects.

Q: How can additional information on the Indirect Source Review Program be found?

A: Additional information can be found by visiting the District's website at <http://www.valleyair.org/ISR/ISRHome.htm> or by calling the District at (559) 230-6000.

ISR Processing Flow Chart



1 MR. WELLMAN: Good afternoon, Mr. Chairman.
2 My name is Greg Wellman, and I currently serve as the
3 City Manager of Atwater, California. I am here to
4 articulate the City of Atwater's position in support of
5 the designation of Castle Air Force Base as a
6 maintenance hub for the high-speed rail project.

7 The City of Atwater wants to underscore its
8 commitment to work collaboratively with the County of
9 Merced High-Speed Rail Authority and other individuals
10 and jurisdictions to bring this maintenance facility at
11 Castle Air Force Base to fruition. The City of Atwater
12 is currently a regional provider of water and wastewater
13 services including Castle Air Force Base.

14 Having served as the County's Chief
15 Administrative Officer, Project Director for U.C.
16 Merced, Director of the County's Human Services Agency,
17 and now City Manager for Atwater, I have resided in
18 Merced County for over 50 years. Certainly our
19 demographics and economically-disadvantaged position,
20 including a current unemployment rate of 19 percent and
21 rising, median household income in the 30,000s, and
22 limited educational and healthcare access provides a
23 powerful backdrop for our plea on behalf of this general
24 area for economic and social development. The City of
25 Atwater would be pleased to submit formal written

3

1 comments consistent with any deadline which might be
2 established by the high speed railroad authority.

25

15

1 STATE OF CALIFORNIA,)
2 COUNTY OF MERCED) ss.

3 I, Christine M. Cradit, do hereby certify:

4 That I am a licensed, Certified Shorthand
5 Reporter, duly qualified and certified as such by the
6 State of California;

7 That the said foregoing was by me recorded
8 stenographically at the time and place first therein
9 mentioned; and the foregoing pages constitute a full,
10 true, complete and correct record made;

11 That I am a disinterested person, not being in
12 any way interested in the outcome of said action, nor
13 connected with, nor related to any of the parties in
14 said action, or to their respective counsel, in any
15 manner whatsoever.

16 Dated this 25th day of March, 2009.

17

18

C. M. CRADIT, CSR No. 3805

19

20

21

22

23

24

25

16

Chowchilla Water District

Post Office Box 905 ♦ 327 S. Chowchilla Blvd. ♦ Chowchilla, CA 93610
Phone (559) 665-3747 ♦ Fax (559) 665-3740 ♦ Email dwelch@cwdwater.com

Board of Directors

Dan Maddalena ♦ Michael Mandala ♦ Vince Taylor ♦ Kole M. Upton ♦ Mark Wolfshorndt

November 20, 2009

Ms. Carrie Bowen, Regional Director
Attn: Merced to Fresno HST Project EIR/EIS
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA. 95814

Dear Ms. Bowen:

The Chowchilla Water District (CWD) opposes Route A3 as a route for the California High-Speed Rail. We remain open to discussion of alternative routes which do not have the draconian effects on our public agency and its land owners.

The publicly elected directors of CWD wish to express their concern with the lack of contact and outreach to the constituents of CWD. It is disconcerting to say the least that CWD and its constituents have received letters from the California High-Speed Rail Authority indicating its desire to inspect personal property for the purpose of basically destroying people's lives as they currently exist without any prior input or notice.

CWD's jurisdictional boundaries are in both Merced and Madera Counties. CWD has separately elected directors who determine policy for the District. Thus, it is appalling that the California High-Speed Rail Authority would base this decision for route A3 consideration on a letter from the City of Chowchilla, City of Madera, and the County of Madera. It is particularly galling to those in Merced County who by no stretch of the imagination are in any way, shape, or form represented by the three entities who sent the letter.

Further, we would note that the concept of a High Speed Rail is a worthy one. However, we do not think the concept should involve destroying farms, rural houses, water district facilities, and other facilities essential to this area remaining a viable economic base. There are already easements and rights of way existing for rail facilities. It makes no sense from a public perspective

Board of Directors
California High-Speed Rail Authority
Page 2

to destroy an existing and a functioning economic engine when you already have the right of way tools you need.

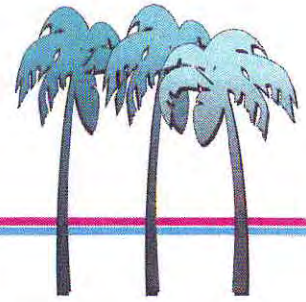
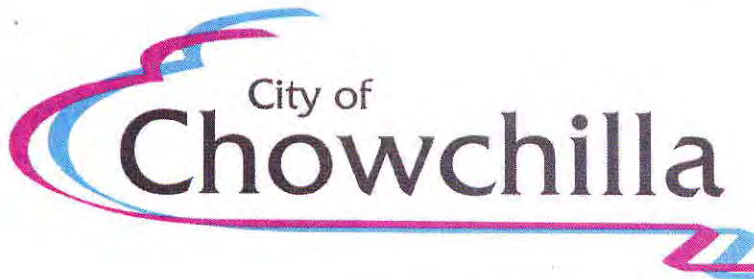
We hope you will be willing to discuss this matter with us, other public agencies who also object to route A3, and the numerous individuals who are rapidly forming an alliance to ensure our voices are heard. We hope and expect that the California High Speed Rail Authority Directors, and Staff will honor the democratic process on which this country was founded, and not use the heavy handed techniques of totalitarian regimes to force this down our throat.

We look forward to hearing from you.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Maddalena". The signature is fluid and cursive, with a large initial "D" and a long, sweeping underline.

Dan Maddalena,
CWD Board President



130 S. Second Street
Civic Center Plaza
Chowchilla, CA 93610
(559) 665-8615 - (559) 665-7418 fax
www.ci.chowchilla.ca.us

April 6, 2009

California High Speed Rail Authority
Honorable Chairman Judge Quentin L. Kopp
925 L Street, Suite 1425
Sacramento CA 95814



Dan Leavitt, Deputy Director
San Jose-Merced, California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento CA 95814

Carrie Pourvahidi, Deputy Director
Merced to Bakersfield, California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento CA 95814

**COMMENTS TO THE NOTICES OF PREPARATION FOR THE
CALIFORNIA HIGH SPEED RAIL PROJECT ENVIRONMENTAL
IMPACT REPORT, MERCED-BAKERSFIELD AND SAN JOSE-MERCED
HIGH SPEED TRAIN SYSTEM**

Dear Gentilepersons:

On behalf of the City Council and the staff of the City of Chowchilla we present the following comments on both Notices of Preparation for the Project Environmental Impact Report. We express our appreciation for the consideration that your staff provided us on March 19, 2009 by meeting with City of Chowchilla elected officials, planning commissioners, and staff. We departed from that meeting with a renewed sense of cooperation and the ability to make suggestions regarding less environmentally sensitive alternatives from our perspective having superior local knowledge of potential impacts. **We were further encouraged with the Authority consultant staff comments that the route shown in the NOP maps were "corridors" as opposed to specifically identified routes which were listed in the NOP as the "project description".**

The City of Chowchilla is particularly concerned with the initial alternatives adopted by the Authority as they physically isolate Chowchilla. Chowchilla is in the unique position of planning for the connection of the east-west and north-south fast train system within our Sphere of Influence. As such we will be potentially impacted by not just one route, but two routes traversing our City. Because of this unique design feature of your system we are concerned, as are the County of Madera and the Madera County Transportation Commission, about the impacts on our transportation system connectivity, existing and future land use patterns, and economic impacts to residential, industrial, commercial, and public facilities in our existing City and in this City's immediate growth areas.

We are vitally interested in the alternative recently circulated by CH2MHill in early April 2009 and the attention paid to the "Metro loop" concept also proposed as a regional solution to traffic congestion in the San Joaquin Valley. This alternative provides an opportunity for Chowchilla and the County to assist the Authority and its consultants in defining more precise routes with fewer potential impacts, in particular south of Highway 152 and using the BNSF right-of-way or CH2MHill's most recent alternative of a "western" alignment route.

It is equally encouraging that the Authority's staff is offering a continuing dialogue through the preparation of the environmental document with the local agencies to afford them an opportunity to add clarifications and refinements to their comments on the NOP past the close of the comment period. **The City of Chowchilla is supportive of the Authority's action to rapidly create and implement a "Coordination Plan" which allows communities with substantial interest in the proposed project to be at the table and have a continuing voice in the planning and implementation of the Fast Train.**

The specific issues that Chowchilla has with the NOP and feels needs further study in the Project Level EIR for the Fast Train are:

1. The alignment for the Gilroy to Merced segment that follows the Henry Miller Road, which becomes Avenue 24 through the Chowchilla area, has not considered the City of Chowchilla's General Plan nor the City's Infrastructure Master Plans and extends through lands that are developed or planned for urban development.
2. The proposed alignments compromise the community whereas alternate alignments can be considered which will have less impact on existing uses and still achieve the target travel time for the San Francisco to Los Angeles run. One such alignment may be south of Highway 152 in the Chowchilla area.

3. The proposed alignments create the Chowchilla Triangle encompassing the City and its General Plan Area and would become a barrier around the City with the fences required to protect the train rights-of-way.
4. The east-west alignment along Avenue 24 would split the two State Correctional Facilities that lie east of Highway 99. These prison sites are within the Chowchilla City Limits. An alignment to the south of Highway 152 would avoid the facilities.
5. Using the right-of-way or adjacent right-of-way to be acquired of the UPRR would decimate the Chowchilla Downtown and waste the resources the Chowchilla Redevelopment Agency has put into Downtown Revitalization.

Superior alternative alignments are available for consideration. The BNSF right-of-way alignment or an alignment south of Highway 152 is suggested on the attached map. This alternative alignment is south of Highway 152, misses Fairmead, crosses Highway 99 near the new interchange, misses the prisons, and provides an opportunity for a maintenance facility in several locations, one west of Highway 99 and another in the "triangle" formed by the northbound-southbound split.

A second alternative is a refinement of the CH2MHill alternative, except it moves the north-south alignment a little farther to the west to avoid substantial isolation of Chowchilla. This alignment also provides for additional maintenance facility locations west of Highway 99 and one north of Highway 152.

As surface rail access is important to the maintenance facility, both of these alternatives could be easily served from BNSF or UPRR. A common interest may be found between Chowchilla and the Authority in the maintenance facility north of Highway 152, west of Highway 99 in that Chowchilla is already planning to construct a railroad spur to serve its industrial area north of Highway 152 and west of Highway 99. Extending that spur along Highway 152 to the west is highly feasible. Proximity of the maintenance facility to an expanding industrial area can provide a highly accessible location for suppliers of the maintenance facility benefiting both Chowchilla and the City of Madera. Water and sewer service is readily available at this site within the timeframe that the maintenance facility would be constructed.

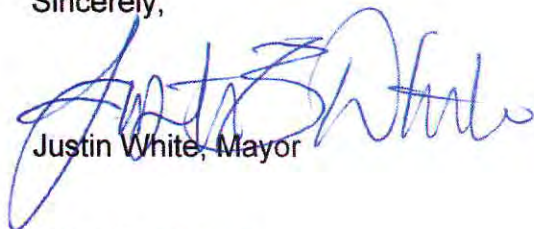
Both of these alternatives are superior to the proposed route in the NOP for a number of reasons. Growth in Chowchilla would not be overly impacted; planned regional and local circulation systems would not be compromised; it would be consistent with the San Joaquin Valley Blueprint; minimize the potential for encountering endangered species; generally consistent with the grasslands issues to the west; and avoids potential conflict with the Chowchilla Airport. These alternatives also promote the objectives of the Authority in that more surface alignments can be implemented reducing elevated and depressed construction; greater acceptance and cooperation by

affected local governments and stakeholders; sharing of cost by local governments (Chowchilla would share in the cost of surface rail access to the maintenance facility).

Given the limited time to prepare sufficient and comprehensive responses to the Notice of Preparation on such a significant project for the this City and the State of California, the City of Chowchilla is in the process of developing additional information regarding the positive impacts and minimizing potentially adverse impacts for consideration of these alternatives that we desire to share with the Authority and its environmental consultants. **We were pleased when the Authority's consulting staff informed us that they would gladly accept additional environmental information from Chowchilla after the closing of the NOP comment period. The City intends to take advantage of that offer to provide additional information.**

The City of Chowchilla stands ready to continue the dialogue with the Authority and its consultants on the preparation of the environmental documents at the project level as well as more thoroughly investigate alignment alternatives. Please feel free to contact me, or Nancy Red, City Administrator to schedule any meetings or obtain additional information regarding this very important project.

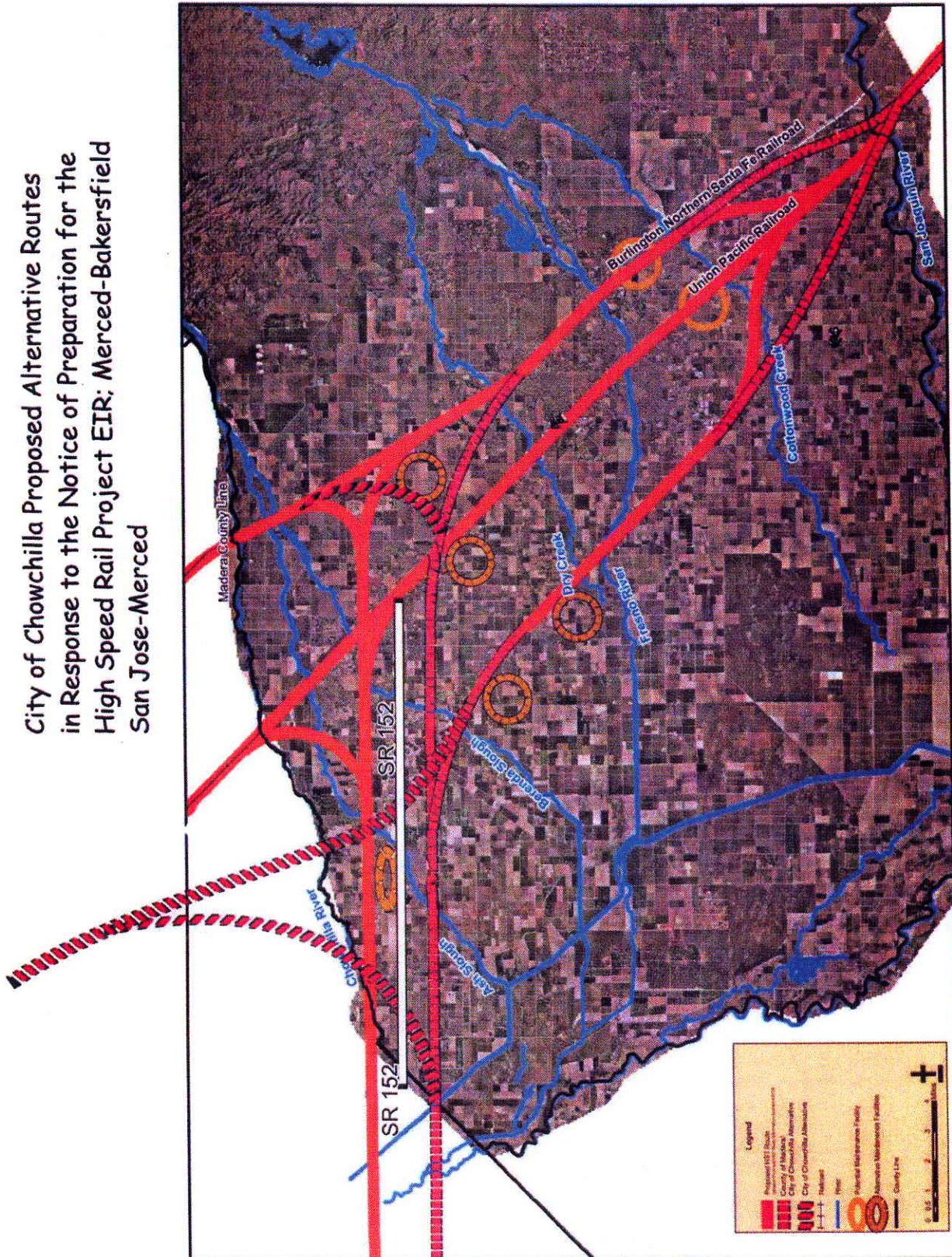
Sincerely,



Justin White, Mayor

CC: City Council
City Administrator
City Attorney
City of Madera, Dave Merchen
County of Madera, Ray Beach
Assembly Tom Berryhill
Senator Jeff Denham
Senator Dave Cogdill

City of Chowchilla Proposed Alternative Routes
 in Response to the Notice of Preparation for the
 High Speed Rail Project EIR; Merced-Bakersfield
 San Jose-Merced





MAYOR ASHLEY E. SWEARENGIN



April 7, 2009

Carrie Pourvahidi, Acting Executive Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Scoping Period Comments
Merced to Bakersfield
HST Project EIR/EIS

Dear Ms. Pourvahidi:

As you know the City of Fresno has long been a strong supporter of the proposed California High-Speed Train (HST) and the many environmental, social, and economic benefits it will provide for the state and the San Joaquin Valley, including:

- faster and more efficient commuter and travel connections;
- permanent job creation for Central California;
- improvements to pedestrian and vehicular safety by eliminating railroad grade crossings;
- improvements to air quality;
- preservation of farmland; and
- revitalization of downtown districts in the San Joaquin Valley.

The proposed Bay Area-Central Valley corridor should be designed to go through and have an appropriate stop in downtown Fresno. Downtown Fresno's concentration of legal, governmental, medical, and banking facilities requires better commuter rail to reduce traffic congestion, maximize efficient land use, and attract talented workers for this focal area. The downtown Fresno HST station is an integral part of our revitalization efforts and will improve air quality and farmland preservation through intensified mixed use development that is served by alternative forms of inter- and intra-public transportation services including Fresno Area Express, Greyhound, Amtrak and High Speed Rail. We believe that the construction of a new HST Station is consistent with our collective vision of creating a thriving, urban core area that is attractive and demonstrably contributes to the quality of life and sustainability of Fresno and the entire San Joaquin Valley.

Carrie Pourvahidi, Acting Executive Director

April 7, 2009

Page 2

The City of Fresno believes that the real prospective benefits of HST and our efforts to revitalize our Downtown area could be further enhanced by partnering with the Authority in identifying various strategies that could be used to relocate both rail freight corridors, Union Pacific (UP) and Burlington Northern Santa Fe (BNSF), from their current alignments traversing the downtown area to a new alignment west of the downtown. Rail freight service is needed in the Fresno area, but the heavy industries utilizing this service have, over time, moved from the downtown area to the south and west. Rail right-of-way formerly used for freight lines through the downtown would be more easily and cost effectively converted to HST use than acquiring a new grade-separated HST corridor. Therefore, we believe that it is important that the HST Project EIR/EIS should include the construction of a bypass loop/corridor west of the downtown area that could be used to relocate rail freight services. Additional tracks in a westerly bypass corridor could be devoted to high-speed rail for trains not scheduled to stop in Fresno.

It is the City of Fresno's contention that the construction of a western rail corridor bypass for freight lines and for passenger trains not stopping in Fresno is a viable alternative to locating the proposed HST corridor adjacent to the existing UP and BNSF alignments through the Fresno Metropolitan Area. We believe that this option would help to enhance HST operations and on-time performance while significantly mitigating a number of environmental impacts such as public safety, noise, vibration, air quality, deterioration of property values, and the potential loss of future economic investment.

Therefore, it is our belief that HST Project EIR/EIS should include, describe, and assess the site-specific environmental impacts identified above and should fully assess all mitigation strategies including the construction of a western bypass outside the Fresno Metropolitan Area as part of the High Speed Rail system that will serve Fresno and the outlying communities within Fresno, Tulare and Madera Counties.

We request and thank you in advance for your attention to the City of Fresno's issues and concerns and for fully addressing them in the HST Project EIR/EIS.

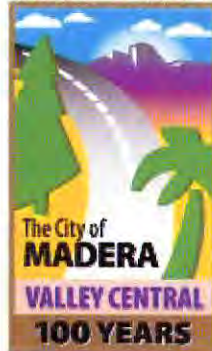
Sincerely,



Ashley Swearengin
Mayor

cc: Honorable Barbara Boxer, US Senator
Honorable Diane Feinstein, US Senator
Honorable Jim Costa, Congressman
Honorable Dennis Cardoza, Congressman
Honorable Dave Cogdill, State Senator
Honorable Dean Florez, State Senator
Honorable Mike Villines, Assemblymember
Honorable Juan Arambula, Assemblymember
Cynthia Sterling, Fresno City Council President
Susan Anderson, Chair, Fresno County Board of Supervisors
Tony Boren, Exec. Director, Fresno Council of Governments

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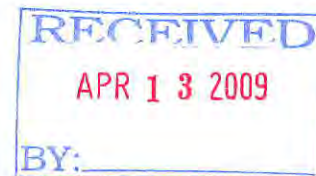


COMMUNITY DEVELOPMENT

April 9, 2009

California High Speed Rail Authority
Honorable Chairman Judge Quentin L. Kopp
925 L Street, Suite 1425
Sacramento CA 95814

Dan Leavitt, Deputy Director
San Jose-Merced, California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento CA 95814



Ms. Carrie Pourvahidi,
Deputy Director, Merced-to-Bakersfield
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: California High Speed Rail – EIR/EIS Scoping Process

This letter is provided in response to the EIR/EIS public scoping process for the California High Speed Rail (HSR) project. The City appreciates the willingness of the HSR Authority's Project Team to conduct a scoping meeting in Madera, as well as to meet informally with the staff from our Community Development Department. The section of the HSR corridor passing through Madera County, including in and around the City of Madera, is a critical component of the system not only for the San Joaquin Valley, but for the State as a whole. We look forward to working cooperatively with the Team to evaluate and design this section to ensure that it contributes positively to the Madera community, while retaining its function as a key segment in the overall system. The points outlined below summarize the issues the City of Madera believes should be further analyzed as part of the project-level evaluation.

Alternative North-South Alignment West of Madera

The proposed alignments in the vicinity of the City of Madera have been shown along the existing lines of the Burlington Northern Santa Fe (BNSF) and the Union Pacific (UP) tracks that run through Madera County. Staff from the City of Madera, as well as representatives from our partnering agencies (City of Chowchilla and Madera County) have previously called out the need to evaluate a potential alignment west of Highway 99. While we have recently seen a similar alignment circulated by CH2MHill, we are somewhat uncertain the degree to which the Project Team is committed to evaluating this alternative as part of the project-level environmental document.

City of Madera Response to Notice of Preparation
For the California High Speed Rail Project EIR
Merced to Bakersfield and San Jose-Merced High Speed Train System
April 9, 2009

While not devoid of its own complications, a corridor west of the City of Madera has the potential to avoid several debilitating impacts that would otherwise be created by establishing HSR tracks on either the BNSF or UP alignments. We believe that failure to earnestly consider this alternative as a “buildable” alignment at the project level would constitute a significant flaw in the planning process and in any related environmental documents. The EIR/EIS should consider a westerly alignment, and its ability to address and avoid impacts including, but not limited to, those outlined below.

- The existing UP tracks bisect the City of Madera, presenting not only a physical obstacle, but also a cultural barrier in the City. The establishment of HSR facilities adjacent to the UP alignment within the City of Madera would exacerbate these conditions to a degree where there would be virtually no hope of bridging the divide. Significant impacts associated with environmental justice would be certain.
- The establishment of HSR tracks adjacent to the UP alignment would disrupt the functionality of Madera’s historic downtown, including its central business district. This would create the potential for significant economic impacts and the opportunity for physical blight.
- The existing BNSF tracks run through and along established rural neighborhoods on the east side of the City’s Planning Area. Establishing HSR facilities along the BNSF corridor would physically divide existing neighborhoods. Some of these neighborhoods serve what is primarily an environmental justice community, creating the potential for significant impacts associated with environmental justice.
- The BNSF tracks run along the east side of the City’s Planning Area, which will interfere with the primary, long-term growth pattern of the City. The easterly growth pattern has largely been set by the presence of prime agricultural land west of the City. The establishment of HSR lines along the BNSF corridor has the potential to create a permanent barrier or constraint to this easterly pattern of development. Such a constraint has the potential to contribute to the loss of prime agricultural lands by forcing growth to the west. Alternatively, the placement of the HSR corridor west of the City has the potential to serve as part of a functional edge to urban development, thereby enhancing the conservation of agricultural lands.

Alternative East-West Alignment South of Highway 152

The east-west HSR corridor displayed in conjunction with the public scoping process traverses Madera County north of Highway 152. While the east-west alignment primarily affects the City of Chowchilla, the City of Madera is concerned with its regional implications. This alignment has not considered the City of Chowchilla’s General Plan nor in the City’s Infrastructure Master Plans and extends through lands that are developed or planned for urban development. An alternative alignment south of Highway 152 needs to be evaluated, in order to determine its potential to avoid unnecessary conflicts which could be detrimental to the region, including:

City of Madera Response to Notice of Preparation
For the California High Speed Rail Project EIR
Merced to Bakersfield and San Jose-Merced High Speed Train System
April 9, 2009

- The proposed alignments create the Chowchilla Triangle encompassing the City and its General Plan Area and would become a barrier around the City with the fences required to protect the train rights-of-way.
- The east-west alignment along Avenue 24 would split the two State Correctional Facilities that lie east of Highway 99. These prison sites are within the Chowchilla City Limits. An alignment to the south of Highway 152 would avoid the facilities.
- Using the right-of-way or adjacent right-of-way to be acquired of the UPRR would decimate the Chowchilla Downtown and waste the funds the Chowchilla Redevelopment Agency has put into Downtown Revitalization.

Avoidance of Circulation System and Public Service Conflicts

It is our understanding that the construction of the High Speed Rail System is intended to incorporate such features as necessary to allow local agencies to be "held harmless." However, we are not aware of any discussions regarding the specific features that would need to be incorporated. It is our observation that the alternative alignments would create significantly different impacts on features such as surface transportation routes, utility and infrastructure systems (sewer, water, storm drain, etc.), fire department response times, etc.

The potential impacts and mitigation measures on circulation systems and public services need to be evaluated. The City of Madera strongly believes that specific features necessary to accommodate the needs of affected agencies along the HSR route need to be identified in direct consultation with those agencies. To that end, we encourage the Project Team to work with the City to identify and evaluate these features, and we appreciate the opportunity to be able to provide additional information to the Project Team as the process continues. The early identification of local features, and their costs, will help to ensure that they are factored into the final alignment selection and to allay local concerns regarding potential fiscal impacts.

Additionally, we have yet to see any provision or plan for how to access the identified rail stations served by the High Speed Rail system (i.e. shuttle, transit bus, van). Please clearly describe how the existing outlying communities will access the proposed rail stations.

Design Characteristics and Adjacent Land Uses

The project-level analysis should evaluate the impact of the alternative alignments on the existing and planned land uses for each alignment. Alternative design characteristics (grade changes, sound walls, etc.) for the HSR Project which have the potential to reduce or eliminate impacts should be prioritized over measures which would be implemented "off-site". To the extent that future development is expected to provide physical setbacks or to incorporate noise attenuation or other design features to mitigate

City of Madera Response to Notice of Preparation
For the California High Speed Rail Project EIR
Merced to Bakersfield and San Jose-Merced High Speed Train System
April 9, 2009

impacts, we would look for these measures to be called out in detail and include the cost of implementation.

HSR Maintenance Facility

In combination with the County of Madera and the City of Chowchilla, the City offers its support for placement of the HSR maintenance facility in one of several alternate locations within Madera County. We believe that certain benefits to the HSR system are available by placing a maintenance facility in the County, stemming from the area's central location, the availability of freeway and rail access, and the ability to place the maintenance facility at or near the point where the east-west and north-south lines meet.

Coordination Plan

The City of Madera is supportive of the HSR Authority's action to rapidly create and implement a "Coordination Plan" which allows communities with substantial interest in the proposed project to be at the table and have a continuing voice in the planning and implementation of the Project.

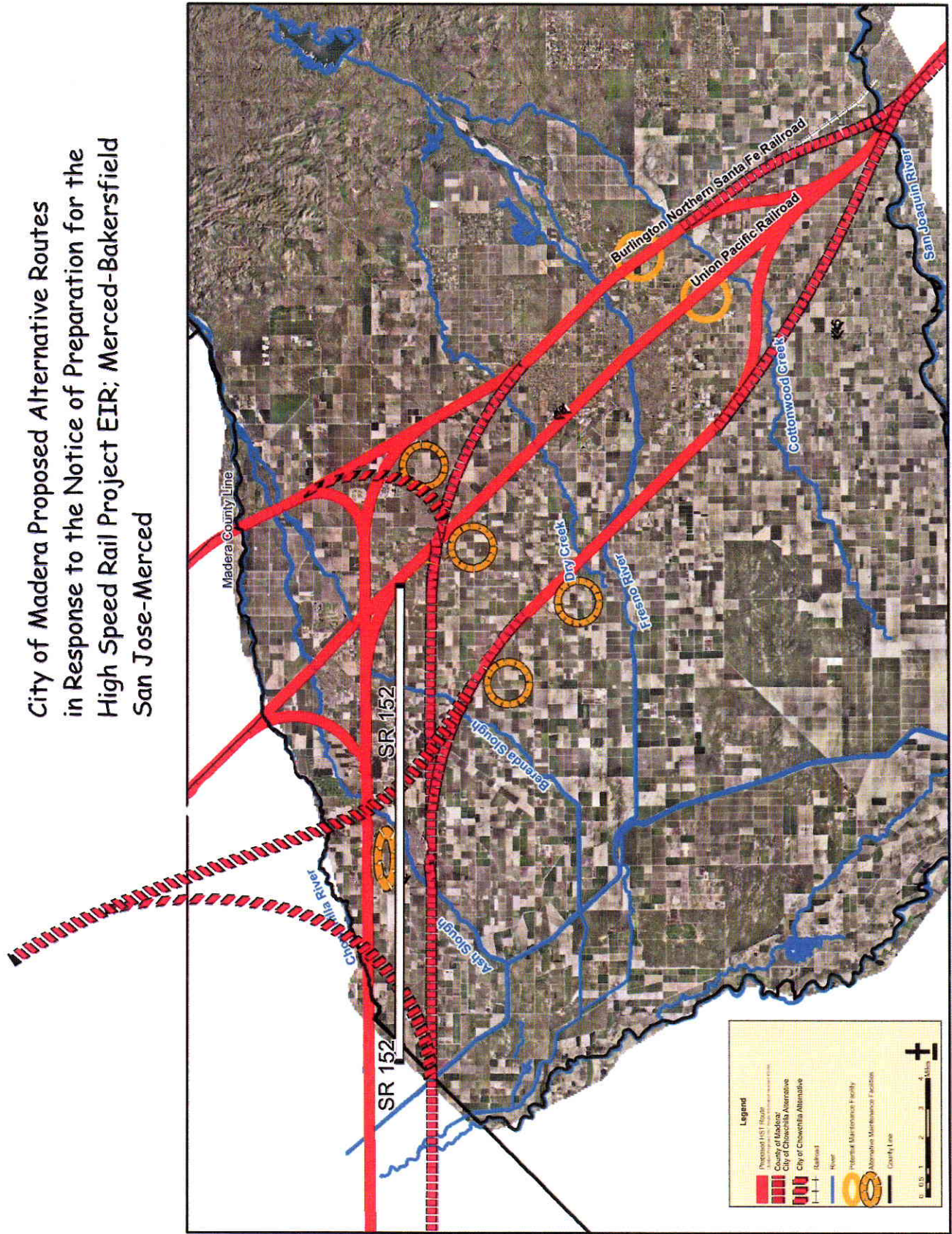
A diagram outlining the alternative alignments and alternative maintenance facility locations described above is attached for review. Your consideration of these materials and the issues described in this letter is appreciated. Please feel free to contact me if you have any questions regarding this matter or wish to discuss any item in greater detail. We look forward to the continuing cooperation with the HSR Authority's Project Team.

Sincerely,

A handwritten signature in black ink, appearing to read 'David J. Merchen', with a large, stylized loop at the end.

David J. Merchen
Community Development Director

City of Madera Proposed Alternative Routes
in Response to the Notice of Preparation for the
High Speed Rail Project EIR; Merced-Bakersfield
San Jose-Merced





2035 Tulare Street, Suite 201
Fresno, California 93721

Telephone (559) 233-4148 ♦ FAX: (559) 233-9645
Website Address: www.fresnocog.org

April 9, 2009

Carrie Pourvahidi, Deputy Director
Merced-to-Bakersfield High-Speed Train
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Ms. Pourvahidi,

Subject: Merced-to-Bakersfield Scoping Comments

With regard to Merced-to-Fresno Scoping Comments, the Council of Fresno County Governments (Fresno COG) reiterates the attached official comments previously provided the Authority. In addition, however, given the amount of time that has passed, the Fresno COG would emphasize the following points and seeks their full discussion in the project level environmental document.

The first point is the location of a heavy maintenance facility/operations center in Fresno County. We believe Fresno County can provide the best location for this facility and stand ready to work with the Authority and the consultant team to identify and secure the best site possible.

The second point is the rail consolidation project in Fresno. The Fresno COG and others are already working with the Authority to determine a plan that will work best for both the high-speed train and rail consolidation. Alternatives defined in the project level environmental document must be appropriate for rail consolidation as well as the high-speed train. Because of the relationship between these two projects, there must be an alternative that provides for a bypass loop/corridor west of the metropolitan area that could be used to relocate one or more of the rail freight services and high-speed train express tracks.

Thank you for your attention to these comments and for fully addressing them in the Merced-to-Bakersfield environmental document. Please feel free to contact either myself or Planning Coordinator Clark Thompson with questions or comments.

Sincerely,

A handwritten signature in black ink that reads "Tony Boren".

Tony Boren, Executive Director
Council of Fresno County Governments

RECEIVED

APR 10 2009

Enclosure

Member Agencies: The cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma & Fresno County

Cc: Honorable Barbara Boxer, US Senator
 Honorable Diane Feinstein, US Senator
 Honorable Jim Costa, Congressman
 Honorable Dennis Cardoza, Congressman
 Honorable Dave Cogdill, State Senator
 Honorable Dean Florez, State Senator
 Honorable Mike Villines, Assemblymember
 Honorable Juan Arambula, Assemblymember



2100 Tulare Street, Suite 619
Fresno, California 93721-2111

Telephone: (559) 233-4148 • Fax: (559) 233-9645
Website Address: www.fresnocog.org

August 27, 2004

Mehdi Morshed, Executive Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Morshed:

**Subject: Official Comments from the Council of Fresno County Governments
Regarding the Draft Program Environmental Impact
Report/Environmental Impact Statement**

The following statements are the official comments of the Council of Fresno County Governments on the Draft Program Environmental Impact Report/Environmental Impact Statement. We look forward to the responses to these official comments from the Authority and the Federal Railroad Administration in the Final Program EIR/EIS.

Farmland Impacts

The potential impacts of high-speed rail on farmland must be analyzed and minimized. It is preferable that, where possible, existing railroad rights-of-way should be utilized because they would be least disruptive to farmland.

Level of Service

In addition to non-express trains, at least five (5) of the daily "express trains" in each direction must stop in Fresno to accommodate commuters to the major metropolitan areas.

Freight Capability

In light of State air quality issues, the high-speed rail system should still consider accommodating truck trailers and containers, thereby reducing congestion on highways and improving air quality. Freight service should be feasible at times when it does not interfere with passenger service. The greater the system's freight capability, the greater its financial viability.

Growth and Economic Impacts

Creating a high-speed rail connection to other parts of the State is paramount in moving people and improving air quality, while creating jobs and improving our economy. It will also relieve congestion and provide modal choice. However, construction of lengthy overpasses and/or underpasses through the smaller cities of Fowler, Selma and

Member Agencies: The cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma & Fresno County

Kingsburg would jeopardize the viability of their downtown business, given the size of those towns relative to construction.

Station Location

The high-speed rail station in Fresno County should be located in downtown Fresno. This location must allow for the maximum multimodal interface with other means of regional and local passenger transportation.

Alignment

High-speed trains through portions of the cities of Fowler, Selma, and Kingsburg are not supported. If the decision is made to utilize the UPRR corridor, an alternative alignment around these three cities will be developed and any additional cost associated with this option must be included in the high-speed rail financing. All high-speed trains, including express, operating within the Fresno Metropolitan Area, will operate along the UPRR corridor. Furthermore, the \$780 million identified in the Draft EIR/EIS to construct a bypass loop around the City of Fresno will be used to relocate Amtrak and BNSF services within the UPRR corridor. If it is determined that relocating Amtrak and BNSF services into this corridor is not technically feasible, the HSR Authority will meet with the County of Fresno, City of Fresno, Fresno COG, and the affected railroads to determine how these funds would be used to effectively mitigate the impact to rail consolidation/relocation and other regional rail issues created by the placement of high-speed trains within the UP corridor.

Maintenance and Storage Facility

The HSR Authority should consider locating the proposed maintenance and storage facility in the City of Fresno or Fresno area.

Project Phasing

The Central Valley segment of the high-speed rail system should be completed first since its construction is not as complex or costly.

Should you have any questions about any of these official comments, please feel free to contact either myself or Clark Thompson of my staff at (559) 233-4148.

Sincerely,



BARBARA GOODWIN, Executive Director
Council of Fresno County Governments

Cc: Carrie Pourvahidi, Deputy Director
Rachel Vandenburg, PE

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:48 PM
To: Kris Livingston
Subject: FW: High Speed Rail EIR/EIS Internal Memo for Comment

Importance: High

From: Adams, John [mailto:JRadams@co.fresno.ca.us]
Sent: Friday, April 10, 2009 10:16 AM
To: HSR Comments
Subject: FW: High Speed Rail EIR/EIS Internal Memo for Comment
Importance: High

Ms. Pourvahidi,

Fresno County submitted a County position letter to the High Speed Rail Authority at the March 25, 2009, Scoping Meeting at the Convention Center in downtown Fresno.

We are also forwarding the attached additional comments that pertain to the High Speed Rail from Merced to Bakersfield and request that you include these comments in the scoping process and in the Draft Environmental Impact Report (DEIR).

*John R. Adams, Planner II
The County of Fresno
Department of Public Works and Planning
Development Services Division, Policy Planning Unit
2220 Tulare Street, Suite B (Courtyard Level)
2220 Tulare Street, 6th Floor (Mailing Address)
Fresno, CA 93721
Phone: (559) 488-3933 Fax (559) 262-4166
E-mail: jradams@co.fresno.ca.us
Please note that our office is closed every Friday afternoon from 12:30-5:00 pm*

From: Allen, Glenn
Sent: Tuesday, March 17, 2009 2:23 PM
To: Adams, John
Cc: Kahl, Stephanie
Subject: RE: High Speed Rail EIR/EIS Internal Memo for Comment

John,

Please include in your comments a recommendation to ensure that compliance with the Noise Element of the General Plan be considered in the preparation of the Draft EIR/EIS.

Thanks,

Glenn Allen, REHS, M.S.
Environmental Health Specialist III

County of Fresno Environmental Health Division
Phone (559) 445-3357
e-mail: glallen@co.fresno.ca.us

From: Adams, John
Sent: Thursday, March 12, 2009 2:57 PM
To: Weaver, Alan; Gorman, Lynn; Fowler, Frank; Jimenez, Bernard; Kettler, William; Motta, Chris; Perkins, Richard; Alimi, Mohammad; Nakagawa, Stan; Palacios, Robert; Gibbs, Daniel; Kahl, Stephanie; Allen, Glenn; Mims, Margaret; Hafner, Carol
Cc: Acosta-Mena, Theresa
Subject: High Speed Rail EIR/EIS Internal Memo for Comment
Importance: High

Please review the attached Internal Memo for Comment for the California High Speed Rail Authority Notice of Preparation (NOP) of a Project Level Environmental Impact Report/Statement (DEIR/EIS) for the Merced to Bakersfield section of the proposed High Speed Train System and email your comments or a 'No Comment' to jradams@co.fresno.ca.us by March 20, 2009.

John R. Adams, Planner II
The County of Fresno
Department of Public Works and Planning
Development Services Division, Policy Planning Unit
2220 Tulare Street, Suite B (Courtyard Level)
2220 Tulare Street, 6th Floor (Mailing Address)
Fresno, CA 93721
Phone: (559) 488-3933 Fax (559) 262-4166
E-mail: jradams@co.fresno.ca.us



County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING
Alan Weaver, Director

March 25, 2009

The Honorable Quentin L. Kopp, Chairman
Board of Directors
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Judge Kopp:

SUBJECT: County of Fresno Positions on California High-Speed Rail

With the November 2008 approval of a California High-Speed Rail bond and the current scoping efforts for the project-level environmental work for constructing the first sections of the project, the County of Fresno would like to reiterate its position on several key issues.

Consistent with the programmatic EIR/EIS approved by the High Speed Rail Authority, the County of Fresno supports the Burlington Northern Santa Fe (BNSF) alignment south of Fresno as the less disruptive option for the smaller State Route 99-corridor cities. By paralleling the existing BNSF rail corridor, it also has less impact on local agricultural lands and operations and transportation systems. The south corridor cities within Fresno County (the cities of Fowler, Selma, and Kingsburg) are in agreement with this position.

The County also maintains its position in support of a downtown Fresno station along the UP corridor. Both the County and City of Fresno agree that a downtown Fresno station must allow for the maximum multi-modal interface with other means of regional and local passenger transportation. We are actively engaged with the City of Fresno, Council of Fresno County Governments, and your consultants URS in their evaluation of the through-Fresno alignment and rail configurations that will accommodate this connectivity, and appreciate your Authority's participation in this effort

Also a long-held position of Fresno County is its support of a local maintenance yard and/or operations facility for high-speed rail service. Fresno County's central location in both the San Joaquin Valley and the state offers an ideal location for siting a Central Valley maintenance yard. The County of Fresno reiterates its readiness to work with the California High-Speed Rail Authority to identify the optimum site. We understand

that criteria for such facilities is forthcoming from your Authority and request notification as soon as this is available to facilitate our efforts.

Lastly, we would like to reaffirm that Fresno County is open to your Authority's consideration of an additional station in Tulare County, provided that this option does not require a return to the Union Pacific (UP) corridor or a new green-field alignment in Fresno County. We do support a minor diversion from the BNSF corridor in south Fresno County to avoid the community of Laton, provided the alignment returns to the BNSF in as short a distance as feasible.

Enclosed please find copies of letters and key Agenda Items expressing the positions outlined above.

The County of Fresno appreciates this opportunity to reiterate its positions on the California High-Speed Rail project and your consideration of these important issues.

If you have any questions, please contact Stan Nakagawa at 559-262-4096.

Sincerely,



Alan Weaver
Director

AW:SN:nll
COFPositionsHighSpeedRail_Kopp (3-25-09)



Lynn G. Zell

County of Fresno

CHAIRMAN
BOARD OF SUPERVISORS
SUPERVISOR BOB WATERSTON - DISTRICT FIVE

February 4, 2002

Ron Diridon, Chairman
Board of Directors
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

SUBJECT: California High-Speed Rail's Central Valley Maintenance Yard Locations

Dear Chairman Diridon:

I am writing to request your consideration of Fresno County as the ideal location for the siting of the future California High-Speed Rail's Central Valley maintenance yard. Fresno County's central location in both the San Joaquin Valley and the State offers unique advantages and opportunities that will enhance the success of high-speed rail operations. Throughout our County, in various urban and rural settings, there are a number of sites that should prove suitable for locating the maintenance yard, and we are ready to work with the California High-Speed Rail Authority to identify the optimum site.

As a strong supporter of high-speed rail service for the San Joaquin Valley, Fresno County has been and will continue to be active in the development of the California High-Speed Rail plan. I can also assure you that our County's cities and communities are in full support of our efforts to bring high-speed rail operations, including the maintenance yard, to Fresno County.

We look forward to working with you to develop a high-speed rail plan that benefits all residents of the State. We strongly believe that a Fresno County-based maintenance yard would be mutually advantageous to California High-Speed Rail and Fresno County. Thank you in advance for your attention to this request. If you have any questions or need additional information, please contact Lynn Gorman of our Planning & Resource Management Department at (559) 262-4091.

Sincerely,

Bob Waterston, Chairman
Fresno County Board of Supervisors

cc: Governor Gray Davis
Fresno County Legislative Delegation
Fresno County Board of Supervisors
Bart Bohn County Administrative Officer
Alan Autry, Mayor, City of Fresno
BTH Secretary Maria Contreras-Sweet
Mehdi Morshed, Executive Director, California High Speed Rail Authority
Carrie Pourvahidi, Deputy Director, California High Speed Rail Authority



Agenda Item 14

DATE: June 17, 2003
TO: Board of Supervisors
FROM: Richard L. Brogan, Director
Department of Public Works and Planning
SUBJECT: High Speed Rail Alignment Recommendations

Richard L. Brogan

RECOMMENDED ACTION:

Consider support for Council of Fresno County Governments' (COFCG) Rail Committee policy recommendations concerning High Speed Rail (HSR):

1. If only some high speed trains stop in Fresno, an alignment to the west of the city of Fresno is recommended for express trains, along with a spur loop into Fresno's downtown for trains that do stop (see attachment A).
2. High speed trains through the downtown sections of the cities of Kingsburg, Selma, and Fowler are not supported [note: this recommendation essentially supports the BNSF corridor south of Fresno.
3. The location of the high speed rail station in downtown Fresno must allow for the maximum multi-modal interface with other means of regional and local passenger transportation.

On April 25, 2003, the COFCG Rail Committee recommended these positions to the COFCG Policy Board, who discussed the positions at its May 22 meeting. The COFCG Board recognized that taking these positions would be an important step for the region, with significant implications for corridor cities and the County, and that consensus among local agencies is critical to the future of High Speed Rail in Fresno. The COFCG therefore deferred action to its June 26 meeting so that member agencies would have additional time to consider the proposed policy positions and to establish common understanding and support prior to adoption of the positions by the COFCG.

ADMINISTRATIVE OFFICE REVIEW

BOARD ACTION: DATE June 17, 2003

APPROVED AS RECOMMENDED

Page 1 of 4
OTHER X

ADOPTED STAFF RECOMMENDATION TO DEFER COMMENTS UNTIL THE DRAFT ENVIRONMENTAL IMPACT STUDY HAS BEEN COMPLETED.



UNANIMOUS X

ANDERSON ARAMBULA CASE LARSON WATERSTON

Board of Supervisors
June 17, 2003
Page 2

The Statewide vote on a bond measure to fund High Speed Rail is set for November 2004. The Rail Committee discussion noted that this region must not delay in creating a strong consensus position on how High Speed Rail should be implemented.

The HSR Draft Programmatic Environmental Impact Report (DEIR/DEIS) is scheduled to be released at the end of August 2003. That report is expected to provide additional information on cost, community impacts, and possibly implications for rail consolidation.

Your Board may also wish to consider whether to defer consideration, or to provide qualified support, pending additional information from the environmental analysis.

The Rail Committee has already communicated their recommendations to the High Speed Rail Authority, who responded by letter on June 5 that it would be premature for the Authority to address a preferred alternative prior to release of the draft environmental impact report/statement.

FISCAL IMPACT:

This action will have no effect on net County cost. Information from the pending environmental documents in August may provide additional analysis from which potential fiscal or economic implications to the region may be discerned.

DISCUSSION:

Selection of the High-Speed Rail Corridor and station locations, as well as use and implementation issues, bring significant policy issues to Fresno County and its cities. The following are important potential impacts that this region must consider:

- Long-term local & regional growth dynamics
- Impacts on established communities
- Impacts on agricultural lands
- Ongoing improvement of existing passenger rail service.
- Coordination with and implications for other regional planning for expanded air and conventional passenger rail service (Amtrak), rail consolidation, and freight-capable transportation corridors.

The Council of Fresno County Government (COFCG), as the Regional Transportation Planning Agency, monitors High Speed Rail activities, and addresses regional rail issues through its' Rail Committee. Your Board is represented on the Committee by Supervisor Waterston, and by former Supervisor Sharon Levy and Tom Bailey as public members, and Larry Miller as public alternate.

Board of Supervisors
June 17, 2003
Page 3

On April 25, the Fresno County, the COFCG Rail committee recommended the policy positions listed above to the COFCG Policy Board for adoption. The recommendation was made in preparation for the High Speed Rail Authority's anticipated release of the draft Program Environmental Impact Report/Statement for the Statewide project August 30, 2003. The Rail Committee wanted to establish a strong regional position in advance of the release of the draft document, which will include preferred alternatives for detailed environmental study and design.

Attachments B and C are the COFCG's May 28, 2003 letter to member agencies on the proposed policies (including already-adopted consensus positions), and the COFCG Rail Committee's April 30, 2003 memo to the COFCG Policy Board requesting support, and expanding on the purpose of the policies. The Rail Committee's recommended policies are consistent with and expand upon the COFCG's prior consensus positions.

Staff supports Positions 2 and 3 without qualification. Staff also agrees that Position 1 for a "split" or "loop" alignment through and around Fresno may provide the most feasible means to accommodate high speed rail, freight rail consolidation, and conventional passenger rail in Fresno County. However, staff notes that there is little information currently available on which to base a fully informed decision, and that there will be community impact issues, both with and without the loop scenario, that are as yet unknown. Staff would also note that the possible loop alignments (west of the existing rail corridors, in green and yellow on Attachment A) are conceptual and do not represent exact locations. The split, or loop alignment was included in the environmental scope of study, as an option to the Downtown Fresno station along the UP alignment. As a programmatic environmental document, it is not yet clear how detailed the level of analysis of the HSR environment impact report/statement will be in addressing specific local impacts. However, it is expected that given the time constraints before the November 2004 election, the State will proceed quickly with final alignment decisions based primarily on information to be released in August.

The County, the City of Fresno, and the COFCG have long supported the UP/Highway 99 corridor as the appropriate alignment for future high-speed rail through Fresno, to bring HSR traffic to a downtown Fresno Station. Position 2 is consistent with this principle, but also addresses the corridor south of the City of Fresno. Recommendation 2 essentially supports the BNSF corridor south of Fresno (south of where the BNSF and UP now cross at Calwa) as preferable to the UP, in that it would not disrupt the smaller SR 99-corridor cities that will not have high speed rail stations.

A major concern is how Fresno may accommodate both High Speed Rail and UP/BNSF rail consolidation within the UP corridor, and Position 1 may bear on this issue. A 2002 Rail Consolidation Study Update notes that the existing UP right-of-

Board of Supervisors
June 17, 2003
Page 4

way is not wide enough to accommodate both rail consolidation and high-speed rail, and it is not clear that the existing UP right-of-way could accommodate a double-tracked high speed rail line with existing UP facilities.

However, this does not mean that high speed rail could not be accommodated along with consolidation within the same general corridor. The 2002 study indicates that high-speed rail in the UP corridor would require additional acquisition of adjacent property, use of under-utilized adjacent street rights-of-way, new or modified grade separations, and/or tunneling.

Amtrak has also discussed as a potential long-range option a separate passenger-dedicated track along the UP corridor to improve passenger service in the San Joaquin Valley. The existing UP right-of-way is not wide enough along its full length for both rail consolidation and a fifth passenger-dedicated track. A larger UP corridor, with additional acquisition and improvements, could accommodate a fifth passenger rail track. The study also notes that there is sufficient area within vacant portions of UP's right-of-way in the downtown area for a passenger rail station to serve both conventional and high-speed rail.

A loop/spur that directs stopping high speed trains to the downtown station, while diverting through trains around the periphery of the city in less densely-populated areas may allow more options for rail service as regionally envisioned. However, it would be premature to conclude that all regional rail service could not be fully accommodated within the UP corridor.

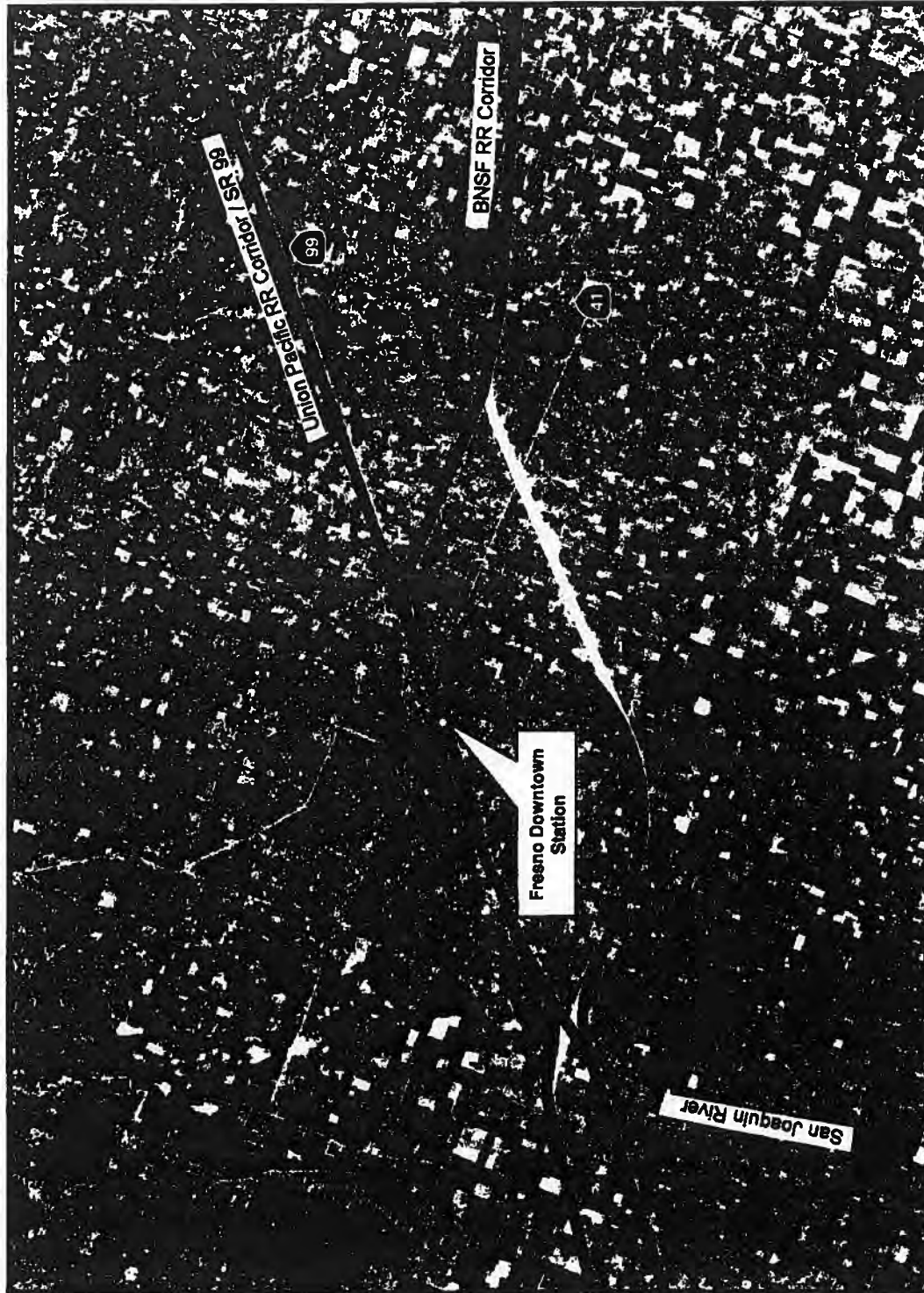
OTHER AGENCY INVOLVEMENT:

The COFCG Rail Committee forwarded the recommendations to the High Speed Rail Authority, who responded by letter on June 5, 2003 (Attachment D). The HSR Authority noted that both the alternatives discussed were being assessed in the environmental work, and that it was premature to address a preferred alternative prior to release and public review of the environmental documents.

The COFCG will consider adoption of the policy positions at its June 26, 2003 meeting.

ATTACHMENT A

#18243



Fresno to Tulare
Alignments and Stations

#18243

Attachment B



2100 Tulare Street, Suite 619
Fresno, California 93721-2111

Telephone: (559) 233-4148 • Fax: (559) 233-9645
Website Address: www.fresnocog.org

May 28, 2003

RECEIVED
MAY 30 2003

FRESNO COUNTY
DEPT. OF
PUBLIC WORKS & PLANNING

Lynn Gorman, Transportation Policy Specialist
County of Fresno
2220 Tulare St., #600
Fresno, CA 93721

Subject: High-Speed Rail

Dear Ms. Gorman:

At its May 22, 2003 meeting, the Fresno COG Policy Board discussed three new policy positions regarding high-speed rail that the COG Rail Committee recommended for adoption. The intent of these new policy positions is to clarify previous consensus policy positions adopted by the Policy Board and communicated to the California High-Speed Rail Authority in May of 2000. At that time, the Policy Board was most emphatic in its desire to have all of the COG consensus positions evaluated in the Program Environmental Impact Report/Statement for the statewide project, now scheduled for release in late August of this year.

With regard to the three new policy positions, the Policy Board wanted additional time to consider their implications and determined it will not take formal action on them until its next meeting on June 26, 2003. The Policy Board also wanted to provide an opportunity for all member agencies to consider and take action on the three proposed policy positions prior to the June 26 meeting.

Current Fresno COG Consensus Positions on High-Speed Rail

- **Technology:** Very high-speed rail technology (steel wheel on steel rail) is the recommended technology for high-speed rail. Further consideration of maglev technology is discouraged. Maglev cannot provide fully freight-capable high-speed rail service and is not currently in commercial service anywhere in the world.
- **Financing:** A statewide retail sales tax is the recommended funding source for high-speed rail capital costs.

Member Agencies: The cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma & Fresno County

- **Farmland Impacts:** The potential impacts of high-speed rail on farmland must be analyzed and minimized. It is preferred that, where possible, existing railroad rights-of-way be utilized because they would be least disruptive to farmland.
- **Level of Service:** All high-speed trains must stop in Fresno.
- **Freight Capability:** The high-speed rail system should be designed to accommodate truck trailers and containers, thereby reducing congestion on highways and improving air quality. Freight service should be feasible at times when it does not interfere with passenger service. The additional construction costs required, including a maximum two percent grade, and the additional revenue generated should be analyzed during the environmental process.
- **Growth and Economic Impacts:** High-speed rail will enhance the economic vitality of Fresno County. It will provide air quality benefits that will result in direct economic gain. It will relieve congestion and provide modal choice.
- **Station Location:** The high-speed rail station should be located in downtown Fresno.
- **Alignment:** There should be no consideration of an alignment for high-speed rail along Interstate 5. Use of existing railroad rights-of-way through Fresno County is preferred, in part to aid rail consolidation efforts in Fresno. The alternative alignments as currently depicted east of SR-99 and west of SR-99 are opposed.

Proposed Fresno COG Consensus Positions on High-Speed Rail

At its meeting on April 25, 2003, the COG Rail Committee recommended that the COG Policy Board adopt three new policy positions that serve to clarify its previous consensus policy positions with respect to high speed rail in Fresno County. This recommendation was made in preparation for the California High-Speed Rail Authority's August, 2003 release of the draft Program Environmental Impact Report/Statement for the statewide high speed rail project.

- With regard to the previous policy positions that state all high speed trains must stop in Fresno, and the high speed rail station should be located in downtown Fresno, the Rail Committee recommended the following policy position: **If only some high speed trains stop in Fresno, an alignment to the west of the city of Fresno is recommended for express trains, along with a spur loop into Fresno's downtown for trains that do stop.** The purpose of this policy position is to clearly state that Fresno County does not support an option to route high speed trains through downtown Fresno that do not stop in Fresno.
- With regard to the previous policy position that states use of existing railroad rights-of-way through Fresno County is preferred, the Rail Committee recommended the following policy position: **High speed trains through the**

downtown sections of the cities of Kingsburg, Selma and Fowler are not supported. The purpose of this policy position is to avoid the potential adverse environmental impacts and damage to these existing urban centers.

- With regard to the previous policy position that high speed rail will enhance the economic vitality of Fresno County and will provide modal choice, the Rail Committee recommended the following policy position: The location of the high speed rail station in downtown Fresno must allow for the maximum multi-modal interface with other means of regional and local passenger transportation. The purpose of this policy position is to provide for the time when conventional passenger rail services, along with other modes of transportation, could collect passengers regionally and locally who would want to transfer to the high speed rail system in the most seamless manner possible.

If you have any questions or comments regarding any of these existing or proposed policy positions, please do not hesitate to contact me at 233-4148. For your information, a graphic is enclosed that shows the alternative alignment options and the station location option for high-speed rail in Fresno County that are being evaluated by the High-Speed Rail Authority in the environmental report.

Sincerely,



CLARK C. THOMPSON, Planning Coordinator
Council of Fresno County Governments

Enclosure

1rail:hsr.conpos.5-03



#18243
Attachment C

2100 Tulare Street, Suite 619
Fresno, California 93721-2111

Telephone: (559) 233-4148 • Fax: (559) 233-9645
Website Address: www.fresnocog.org

MEMORANDUM

Date: April 30, 2003

To: Policy Board

Through: Transportation Technical Committee
Policy Advisory Committee

From: Tom Bailey, Chairman *Tom Bailey*
Council of Fresno County Governments Rail Committee

Subject: **Recommendations of the COG Rail Committee on High-Speed Rail**

At its meeting on April 25, 2003, the COG Rail Committee recommended that the COG Policy Board adopt new policy positions that serve to clarify its previous consensus policy positions with respect to high speed rail in Fresno County. This recommendation was made in preparation for the California High-Speed Rail Authority's August, 2003 release of the draft Program Environmental Impact Report/Statement for the statewide high speed rail project. The COG Policy Board previously notified the Authority of its consensus policy positions on high speed rail service in Fresno County in a letter to Mehdi Morshed, Executive Director of the Authority, dated May 15, 2000. A copy of that letter is attached.

First, with regard to the previous policy positions that state all high-speed trains must stop in Fresno, and the high-speed rail station should be located in downtown Fresno, the Rail Committee recommended the following policy position:

- **If only some high speed trains stop in Fresno, an alignment to the west of the City of Fresno is recommended for express trains, along with a spur loop into Fresno's downtown for trains that do stop.**

The purpose of this policy position is to clearly state that Fresno County does not support an option to route high speed trains through downtown Fresno that do not stop in Fresno.

Second, with regard to the previous policy position that states use of existing railroad rights-of-way through Fresno County is preferred, the Rail Committee recommended the following policy position:

Member Agencies: The cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma & Fresno County

- **High speed trains through the downtown sections of the cities of Kingsburg, Selma and Fowler are not supported.**

The purpose of this policy position is to avoid the potential adverse environmental impacts and damage to these existing urban centers.

Third, with regard to the previous policy position that high speed rail will enhance the economic vitality of Fresno County and will provide modal choice, the Rail Committee recommended the following policy position:

- **The location of the high speed rail station in downtown Fresno must allow for the maximum multi-modal interface with other means of regional and local passenger transportation.**

The purpose of this policy position is to provide for the time when conventional passenger rail services, along with other modes of transportation, could collect passengers regionally and locally who would want to transfer to the high speed rail system in the most seamless manner possible.

The next several months leading up to the November 2004 \$9.95 billion bond measure for high speed rail promises to be a very active period. The COG Rail Committee will continue to monitor developments closely and advise the Policy Board and other COG committees on developments and issues as they occur.

#18243

GRAY DAVIS
GOVERNOR

ROD DIRIDON, Chair
JERRY B. EPSTEIN, Vice Chair
FRANCES FLOREZ, Vice Chair
DR. ERNEST A. BATES
BOB GIROUX
WILLIAM E. LEONARD
JOSEPH E. PETRILLO
T.J. STAPLETON
LELAND WONG

MEHDI MORSHED, Executive Director

STATE OF CALIFORNIA



Attachment D

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

June 5, 2003

Tom Bailey, Chairman
Council of Fresno County Governments Rail Committee
1713 Tulare Street, Suite 140
Fresno, CA 93721

Subject: Recommendations of the COG Rail Committee on High-Speed Rail

Dear Tom;

Thank you for providing the California High-Speed Rail Authority (Authority) with a copy of the COG Rail Committee recommendations regarding high-speed rail. Upon reading the committees recommendations I felt it was necessary for the Authority to comment on these recommendations.

As you are well aware the Authority is currently in the process of preparing the draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The Authority is assessing the environmental impacts of two design options in Fresno. One option is comprised of 4 sets of tracks located at the downtown Fresno station site, 2 express tracks and 2 stopping tracks. The other design option under evaluation has the 2 express tracks bypassing the urban area of Fresno to the West while allowing the 2 stopping tracks to continue to the downtown Fresno station. Both of these options are being environmentally evaluated and will be included in the draft EIR/EIS for your review and comment.

Regarding the issue of high-speed trains traveling through the downtown sections of the cities of Kingsburg, Selma and Fowler. If the Authority were to choose an alignment along the Union Pacific route, which currently bisects these communities, the Authority will work with these communities to mitigate the potential impacts the high-speed trains may have on their communities. At this time it is premature to address these issues as a preferred alignment alternative has not been selected.



925 L Street, Suite 1425 Sacramento, CA 95814 (916) 324-1541, (916) 322-0827 fax
www.cahighspeedrail.ca.gov

#18243

Tom Bailey, Chairman
June 5, 2003
Page 2 of 2

Finally the Authority is currently investigating a downtown station site in Fresno. This selection was made for a variety of reasons one of which was its close proximity to the downtown core and the connectivity and accessibility to other transportation options.

If you have any questions regarding our project please contact me at (916) 322-1422. It has been a pleasure working with you on our project and I look forward to our continued association.

Sincerely,

Carrie Pourvahidi
Deputy Director



925 L Street, Suite 1425 Sacramento, CA 95814 (916) 324-1541, (916) 322-0827 fax
www.cahighspeedrail.ca.gov



Agenda Item

3

DATE August 3, 2003

TO Board of Supervisors

FROM Andrew E. Richter, Interim Director
Department of Public Works and Planning

SUBJECT High Speed Rail Draft Environmental Impact Report/Statement

RECOMMENDED ACTION:

It is recommended that your Board consider the California High Speed Rail Draft Environmental Impact Report/Statement, including alignment options, and provide comments and direction to staff.

The California High Speed Rail (HSR) Authority has released the Draft Programmatic High Speed Rail Environmental Impact Statement/Report (DPEIS/EIR), with comments due by the end of August. The Report may be viewed online at <http://www.cahighspeedrail.ca.gov/eir/default.asp>

One of the primary unresolved questions is the final alignment. In the San Joaquin Valley, the final alignment options are generally along a Union Pacific (UP)/SR 99 corridor or the Burlington Northern-Santa Fe (BNSF) corridor, or a combination of both (Attachment A). The UP corridor through the City of Fresno is presumed to be the likely choice and supported by High Speed Rail Authority staff, based on concurrence in Fresno County that the station should be downtown along the UP corridor. This option has two sub-alternatives: all tracks along a single UP corridor through Fresno, or a split alignment, with a loop bypass for express trains only. South of Fresno the UP route continues along the SR 99 corridor, while the BNSF route diverges south through more rural areas. Additional information on alignment and other policy considerations were provided in an April 9, 2004 Board Briefing report.

The Fresno City Council is expected to consider the DPEIS/EIR and alignment options at their July 27th meeting. Staff will convey the status of those discussions to your Board on August 3^d. The South SR 99 corridor cities of Fowler, Selma, and Kingsburg have all passed a High Speed Rail resolution that supports HSR, but opposes an alignment along the UP or other corridor through developed portions of their communities (Attachment B).

ADMINISTRATIVE OFFICE REVIEW

BOARD ACTION DATE August 3, 2004

APPROVED AS RECOMMENDED

Page 1 of 3

OTHER X



Official Action of
Board of Supervisors

SEE PAGE 4 FOR BOARD ACTION.

ORRIS

ANDERSON

ARAMBULA

CASE

LARSON

WATERSTON

Board of Supervisors
August 3, 2004
Page 2

The Statewide vote on a bond measure to fund High Speed Rail remains set for November 2004 at the time of this writing. However, there are still several active bills to delay the vote, most prominent a proposal to delay until 2006.

FISCAL IMPACT

This action will have no effect on net County cost.

REGIONAL JOBS INITIATIVE IMPACT

Economic growth and related impacts are discussed in Chapter 5 of the DPEIS/EIR. Economic analysis was done on a regional level, with the study area divided into Bay Area, North Valley, South Valley (Fresno, Kings, Tulare, and Kern) and Southern California. Generally the study indicated that HSR would have a positive economic impact through improved accessibility, based on the historically strong relationship between economic growth and transportation infrastructure investment.

The study also noted the potential for indirect impacts, including induced growth. Overall, the study concludes that there is a similar level of overall growth within the study area among the three alternatives (HSR, no project, and other transportation modes). The potential growth-inducing effects were adjudged to be strongest in the North Valley (4% incremental population increase through 2035 over the no-project option), while the South Valley population increment through 2035 was estimated to be only 1% between each of the three options. The study also postulated that HSR will tend to attract more jobs in the services, government, finance, insurance, and real estate sectors, while the other modal alternative (conventional transportation improvements) will tend to be stronger in transportation, communication, utilities, wholesale and retail trade, construction, and manufacturing sectors.

The DPEIS/EIR does not include location-specific economic analysis, although some information is disaggregated to a County level. However, the study notes that HSR may result in some concentration of employment and population near HSR stations.

The document also notes that the cost estimates to fully implement HSR have increased, to approximately \$35 billion. The initial \$9.9 billion bond on the November ballot would be for initial implementation, likely to include the San Joaquin Valley segment to connect Southern California to the San Francisco Bay/San Jose Area.

DISCUSSION

The public comment period for the DPEIS/EIR provides an opportunity for local agencies to evaluate the study and provide input to HSR Authority prior to its adoption and certification of the DPEIS/EIR, and selection of the final alignment. However, the DPEIS/EIR is a programmatic environmental study, and therefore only provides a broad-brush analysis of the potential impacts of HSR in the Fresno County area. Regional recommendations must be developed based primarily on local understanding of land uses and anticipation of specific impacts in many cases beyond the broader scope of the programmatic DPEIS/EIR.

Fresno County and its cities have long supported the concept of HSR, serving the Valley through a downtown Fresno station. There are two sub-alternates to the UP corridor through Fresno, both consistent with a downtown Fresno station. One alternative would be to run all of the HSR

Board of Supervisors
August 3, 2004
Page 3

tracks along a single UP transportation corridor through Fresno. The other option would be for a loop bypass at the western periphery of the planned urban area for express trains, with only the tracks serving the downtown Fresno station directly along the UP corridor. Preliminary discussions with City of Fresno staff indicate that there is strong interest in keeping all tracks along the UP corridor. Staff will update your Board on the Fresno City Council position, if any.

The other alignment consideration is south of the Fresno urban area, where the UP and BNSF tracks converge and cross in the Calwa area. South of that point, the UP continues along the SR 99 corridor, and would significantly impact Fowler, Selma, and Kingsburg. This corridor could potentially serve a secondary station in the west Visalia area. The BNSF corridor diverges southerly from Calwa, through a more rural area, traversing Laton in Fresno County and Hanford in Kings County.

The south corridor cities of Fowler, Selma, and Kingsburg have discussed the alignments, with an initial interest in HSR along the UP/SR 99 corridor if the rail could be fully trenched, to achieve grade separation at the existing freight rail/street crossings in their communities. The DPEIS/EIR does not consider or propose any trenching in this area. The Cities of Fowler, Selma, and Kingsburg have since passed resolutions adopting a position in support of HSR, but opposing an alignment along the UP corridor through their communities. The resolution identified a number of serious negative physical, economic and social impacts of HSR traversing their communities. Although not stated, the resolution by default would lend support to selection of the alternate BNSF corridor south of Fresno, and notes that if the UP corridor is chosen by the HSR Authority, they would encourage a bypass for their communities.

The Fresno County General Plan supports a BNSF HSR Corridor south of Fresno. This corridor, in the south portion of the San Joaquin Valley, is also considered to be the least costly to implement due to the generally more rural characteristic compared to the more developed SR 99 corridor between Fresno and Bakersfield.

OTHER AGENCY INVOLVEMENT

The Council of Fresno County Government (COFCG), as the Regional Transportation Planning Agency, monitors HSR activities, and addresses regional rail issues through its Rail Committee. Your Board is represented on the Committee by Supervisor Waterston and by former Supervisor Sharon Levy and Tom Bailey as public members. Alternates are Supervisor Judy Case and Larry Miller.

The COFCG's Rail Committee will meet on August 10 to consider the DPEIS/EIR and craft a Countywide consensus position on alignment preferences to recommend to the COFCG policy Board, who have scheduled a special meeting in August to address this issue prior to the State deadline. A unified regional position will enhance the likelihood that the High Speed Rail Authority will respect local preferences in selecting a preferred alignment for detailed study leading to construction of HSR.

Your Board's actions today will inform the discussion of the COFCG's Rail Committee on August 10th. The COFCG will then consider the DPEIS/EIR at an August 26th meeting.

Board Action
August 3, 2004
Page 4

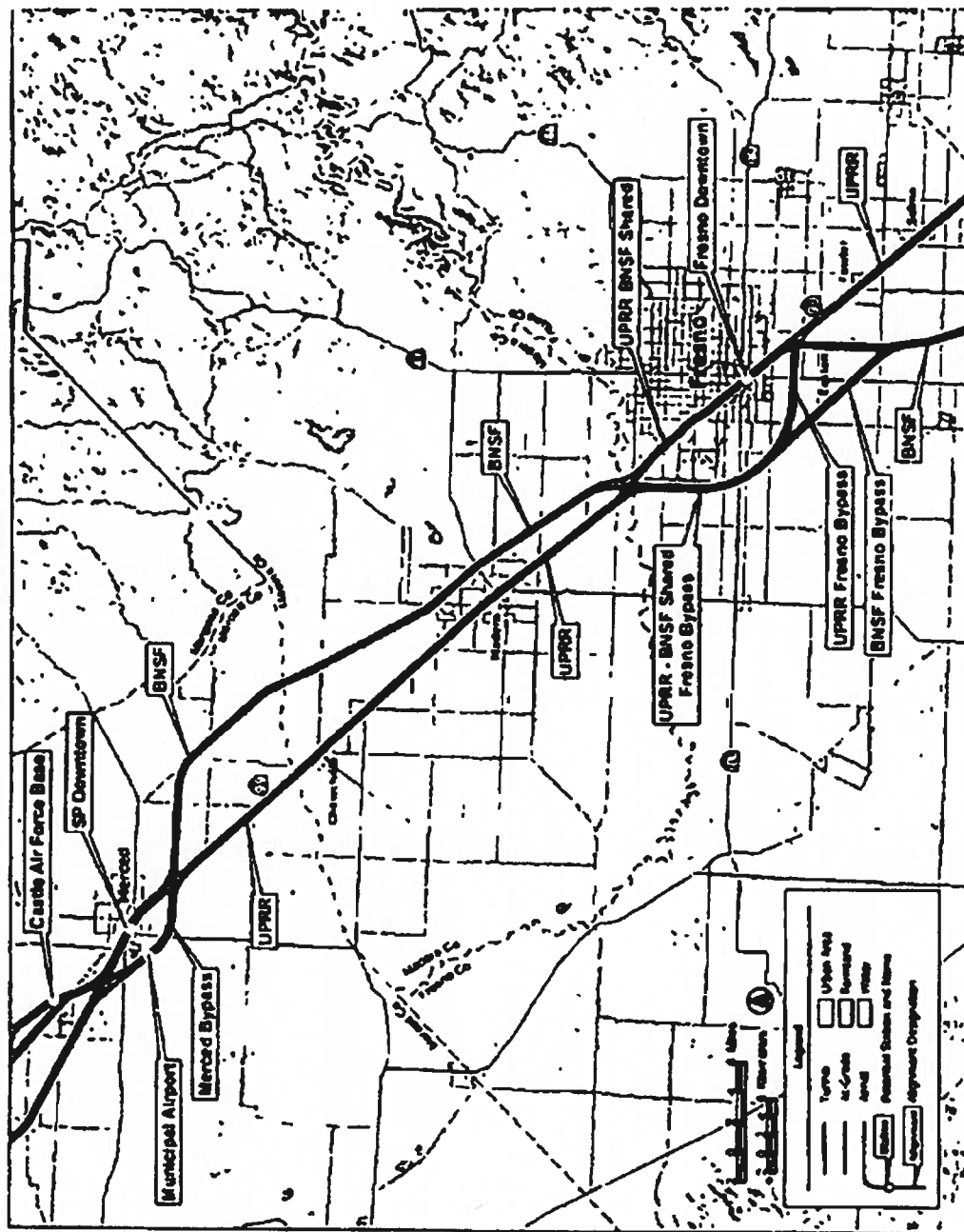
SUPPORTED THE POSITIONS EXPRESSED BY FOWLER, KINGSBURG AND SELMA TO AVOID COMMUNITIES ALONG THE ALIGNMENT OF THE UNION PACIFIC CORRIDOR SOUTH OF FRESNO, ENCOURAGED THE LOCATION OF A MAINTENANCE YARD IN THE COUNTY, ENCOURAGED AT LEAST FIVE EXPRESS TRAINS TO STOP IN FRESNO - FRESNO STATION MUST BE MULTIMODEL, AGREED WITH CITY OF FRESNO THAT ALL HIGH-SPEED TRAINS SHOULD TRAVEL THROUGH FRESNO ALONG THE UNION PACIFIC CORRIDOR SERVING A DOWNTOWN STATION, AND SUPPORTED THE DEVELOPMENT OF THE ALIGNMENT TO ACCOMMODATE ALL RAIL LINES THROUGH FRESNO WITHOUT A LOOP IN WESTERN FRESNO COUNTY WHICH WOULD DISRUPT RESIDENTS

ADOPTED by the following vote, to-wit

AYES	Supervisors Case, Larson, Arambula, Waterston, Anderson
NOES	None
ABSENT	None



Map 6



ATTACHMENT B**RESOLUTION NO. 2004 - 48 R****A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SELMA
ADOPTING A POSITION PAPER ON THE
CALIFORNIA HIGH SPEED TRAIN SYSTEM DRAFT PROGRAM EIR/EIS
BY THE CITIES OF FOWLER, KINGSBURG AND SELMA**

WHEREAS, the California High Speed Rail Authority and the Federal Railroad Administration have prepared a Draft EIR/EIS which describes and summarizes the environmental impacts of a proposed high-speed train system for intercity travel in California from the Sacramento and San Francisco metropolitan areas through the Central San Joaquin Valley to the Los Angeles and San Diego metropolitan areas. The document was released in January 2004 with comments due by May 13, 2004. The High Speed Rail Authority (Authority) has since agreed to extend the comment period to August 31, 2004, and

WHEREAS, the Cities of Fowler, Kingsburg and Selma are located in southern Fresno County with both State Route 99 and the Union Pacific mainline track running through the communities on a north-south line. The cities would be directly impacted by a high speed train system should the Authority elect to locate the right-of-way for the system on or adjacent to the Union Pacific right-of-way. The cities have identified several major impacts of such a decision as follows:

1. In the case of all three cities State Route 99 (99) and the Union Pacific right-of-way (UP) act as major physical barriers dividing the east and west sides of the communities. These barriers have created a number of real and perceived divisions that have and will continue to negatively impact the sense of community. The resulting "east side" versus "west side" attitude has created social and physical challenges. The development of a high-speed train system on or adjacent to the UP will exacerbate this problem.
2. The Program EIR/EIS acknowledges that a negative environmental impact of a high-speed train system will be noise that can be worsened by the use of elevated track through developed areas as is proposed in the Selma area. Within close proximity to the proposed location of the high-speed train tracks are several essential services facilities including Police Stations, Fire Stations, dispatch centers, and Post Offices as well as the downtowns of all three cities. Added to the noise already experienced from 99 and UP traffic, the noise from the high speed trains could make such facilities and areas unusable requiring sound mitigation measures that could include retrofit of the facilities with sound mitigating improvements or relocation of the structure(s) or services.

- 3 It has been suggested that one option for addressing the aforementioned concerns would be to place the high-speed train system tracks in a below grade channel. The first responders (police, fire and ambulance) in each of the cities to any emergency would be unable to provide services in a channelized system without additional equipment, personnel and training and even then the physical limitations may make timely and adequate response difficult. It is expected that any additional personnel, equipment and training required by the introduction of high-speed trains through our community would be provided for or paid for by the Authority.

Other options identified by Authority staff are the construction of overpasses or underpasses that would allow the free flow of vehicular traffic without disrupting the flow of train traffic. The difficulty with either of these options is that an overpass or underpass of streets would also need to go over or under 99 due to its proximity to the UP. While this would be disruptive to all three cities due to the distances of the overpasses or underpasses, the cities would be particularly impacted as the overpasses or underpasses would result in the bypassing of large portions or all of our downtowns and other commercial areas. The negative impact on businesses would jeopardize their viability and the income they generate that support city operations. This economic impact has not been addressed in the Program EIR/EIS.

4. Located under, over or adjacent to the existing UP is significant public infrastructure including water mains, sanitary sewer mains, storm drain, natural gas including high pressure lines, fiber optic, electricity, telephone, and a hazardous liquid transmission line. Regardless of the method of construction such infrastructure will either be jeopardized by high-speed train operations or will need to be relocated a safe distance disrupting service during the relocation process.
- 5 The placement of high-speed train tracks in or adjacent to the UP could negatively impact several rail spurs serving businesses essential to the economy of our communities, Fresno County and the Central Valley.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Selma that the cities of Fowler, Kingsburg, and Selma believe that high-speed rail service will benefit the State and the Central Valley but have significant concerns regarding the location of the route.

BE IT FURTHER RESOLVED that the cities of Fowler, Kingsburg and Selma are opposed to the use of the Union Pacific alignment or any other alignment that would bring high-speed trains through developed portions of our communities.

BE IT FINALLY RESOLVED that if the Authority selects the UP as the best route, the cities of Fowler, Kingsburg and Selma urge that the route incorporate a bypass of each

Jul 21 04 07:49a

D-B Heusser

559-896-7903

P. 4

City through which the right-of-way passes eliminating the negative environmental impacts identified above

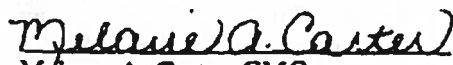
The foregoing resolution was duly adopted by the Selma City Council at a regular meeting held on the 6th day of July, 2004 by the following vote, to wit

AYES	5	COUNCILMEMBERS	Allen, Tow, Niswander, Derr, Lujar
NOES	0	COUNCILMEMBERS	None
ABSTAIN	0	COUNCILMEMBERS	None
ABSENT.	0	COUNCILMEMBERS	None



Dennis Lujan
Mayor of the City of Selma

Attest:


Melanie A. Carter, CMC
City Clerk



16

Agenda Item

DATE: December 14, 2004

TO: Board of Supervisors

FROM: *Frank Fowler*
Cecil Leonardo, Interim Director
Department of Public Works and Planning

SUBJECT: Endorse Selection of the Burlington-Northern/Santa Fe Railroad Corridor as the Preferred High Speed Rail Alignment south of Fresno in Fresno County

RECOMMENDED ACTION:

Endorse the California High Speed Rail Authority Staff recommendation of the Burlington-Northern/Santa Fe Railroad corridor south of Fresno as the preferred route for the High Speed Rail Alignment in Fresno County, and authorize Chair to sign letter of endorsement.

On November 10, 2004 the High Speed Rail Authority (HSRA) considered San Joaquin Valley alignments for High Speed Rail. The HSRA selected the Union Pacific (UP) rail corridor through the City of Fresno, and the Burlington-Northern/Santa Fe (BNSF) rail corridor north of Fresno, as the preferred alignment for subsequent project-level environmental studies and plans.

HSRA staff recommended the BNSF corridor for the High Speed Rail route between Fresno and Bakersfield. The BNSF route is less costly, and with fewer property impacts and community disruptions, than the UP/State Route 99 alternative. The HSRA deferred selection of the Fresno-to-Bakersfield alignment until their December 15, 2004 meeting to further consider the City of Visalia's request for a Union Pacific/State Route 99 alignment with a Visalia station. Both the BNSF and UP corridors are shown on Attachment A.

A UP alignment south of Fresno, to be locally acceptable, would require a bypass of the cities of Fowler, Selma, and Kingsburg along an entirely new and as-yet unidentified corridor in the unincorporated area. Staff believes that the HSRA staff's recommendation for the BNSF corridor south of Fresno is not only the most feasible and cost-effective from a State perspective, but will have fewer local land use, transportation, and farmland impacts than a UP alternative.

FISCAL IMPACT:

This action will have no effect on net County cost.

ADMINISTRATIVE OFFICE REVIEW

BOARD ACTION: DATE

DEC 14 2004

APPROVED AS RECOMMENDED

X

Page 1 of 3

OTHER

X

Official Action of
Board of Supervisors

ADDED SUPPORT FOR STATION IN VISALIA.

UNANIMOUS

X

ANDERSON

PEREA

CASE

LARSON

WATERSTON

REGIONAL JOBS INITIATIVE IMPACT:

The HSR staff report on alignment recommendations (excerpted in Attachment B) states that the BNSF corridor is overall more compatible with High Speed Rail service and operational goals. It also notes that the UP freight rail line traverses more intensely developed areas along SR 99, and serves more local industries adjacent to the UP corridor, leading to higher costs and greater community impacts. Ultimately High Speed Rail is expected to have a positive economic impact through improved accessibility, based on the historically strong relationship between economic growth and transportation infrastructure investment.

DISCUSSION:

Over the past few months, the High Speed Rail Authority has been considering High Speed Rail alignments throughout the State. The environmental studies, supporting technical documents and public comments led HSRA staff to recommend the BNSF corridor south of Fresno as the preferred alignment over the UP/SR 99 Corridor. In addition to operational advantages, the BNSF corridor was identified as being less costly, and with fewer property and community impacts, than the UP corridor.

As with any major infrastructure project, construction of High Speed Rail will have substantial localized impacts wherever it is ultimately built, not all of which can be entirely mitigated. However, the environmental impact studies conclude that using the established BNSF corridor will result in fewer impacts and property disruption than the UP corridor, which will require either costly disruption of established cities and communities along SR 99, or bypasses on new alignments not currently planned for transportation purposes.

On August 3, 2004 your Board approved positions consistent with the Council of Fresno County Governments' consensus position (Attachment C). That consensus position did not specify either the BNSF or the UP corridor south of Fresno, but states that High Speed Rail is unacceptable through the Cities of Fowler, Selma, and Kingsburg. Avoidance of these cities on a UP alignment would require establishing an as-yet undetermined new alignment through the unincorporated farmland outside of the three cities.

A HSR alignment bypassing Fresno County's Route 99 cities would have greater impacts on Fresno County than the BNSF alignment. These include:

Property Impacts: To best serve HSR operational needs, a new bypass corridor would most likely be on a diagonal (like the existing BNSF and UP) east or west of the cities, dividing both lands and the existing road grid without following any existing boundaries. Conversely, a corridor adjacent to the existing BNSF line will essentially widen and grade-separate an existing transportation corridor. Lands on either side are already separated from each other to some extent. While a BNSF corridor will still require property acquisition and new road closures, it will be less disruptive than an entirely new corridor which will separate undivided lands. A corridor adjacent to the existing railroad may also utilize shared existing right-of-way where available.

Transportation Impacts: HSR will be fully grade separated. In the rural areas major roads will have over or under-crossings, while minor roads will be closed. Using the BNSF corridor will consolidate these impacts along a single rail corridor, which already has fewer road crossings than the surrounding road grid. A second rail corridor on a new alignment will overlay and block off much of existing uninterrupted road grid, resulting in reduced mobility and potentially substantial traffic rerouting, especially between the new corridor and BNSF or SR 99. A fully

grade-separated freight rail line would also facilitate BNSF freight operations. Increased use of rail for freight transport will have a beneficial impact on air quality and highway congestion.

Safety Impacts: If the HSR corridor is constructed adjacent to the BNSF railroad, both the HSR and the BNSF will be fully grade separated, resulting in a safety benefit to the public through elimination of highway/freight railroad grade crossings along the entire shared corridor. If the HSR is constructed along a new corridor, it will still be fully grade separated, but will provide no improvement to either the existing BNSF or UP freight corridors.

Cost Impacts: HSRA staff has estimated that the cost of the UP corridor would be \$590 to 800 million more than the BNSF corridor. A UP corridor will either substantially disrupt established communities along Route 99, or require bypasses of these communities. The HSRA has made no commitment to bypass local communities if a UP alignment is ultimately chosen.

The 2006 ballot measure would authorize a \$9.9 billion dollar bond measure for High Speed Rail. The actual estimated construction costs are estimated to be approximately \$35 billion. Selecting a substantially higher-cost alignment could result in fewer dollars being available to mitigate local impacts of High Speed Rail, or for station construction.

The HSRA staff report also recommends no intervening stations between Fresno and Bakersfield. Your Board's recommended action to support the BNSF alignment in Fresno County south of Fresno is silent on the need for additional stations between Fresno and Bakersfield. That decision will ultimately be based on service demand and ridership potential.

Recommendation of a BNSF corridor in south Fresno County is also not ultimately incompatible with a Union Pacific/Visalia area station. However, if the HSRA chooses to support Visalia's request for a UP alignment and station, any corridor transition needed to accommodate a Visalia station should occur south of Fresno County.

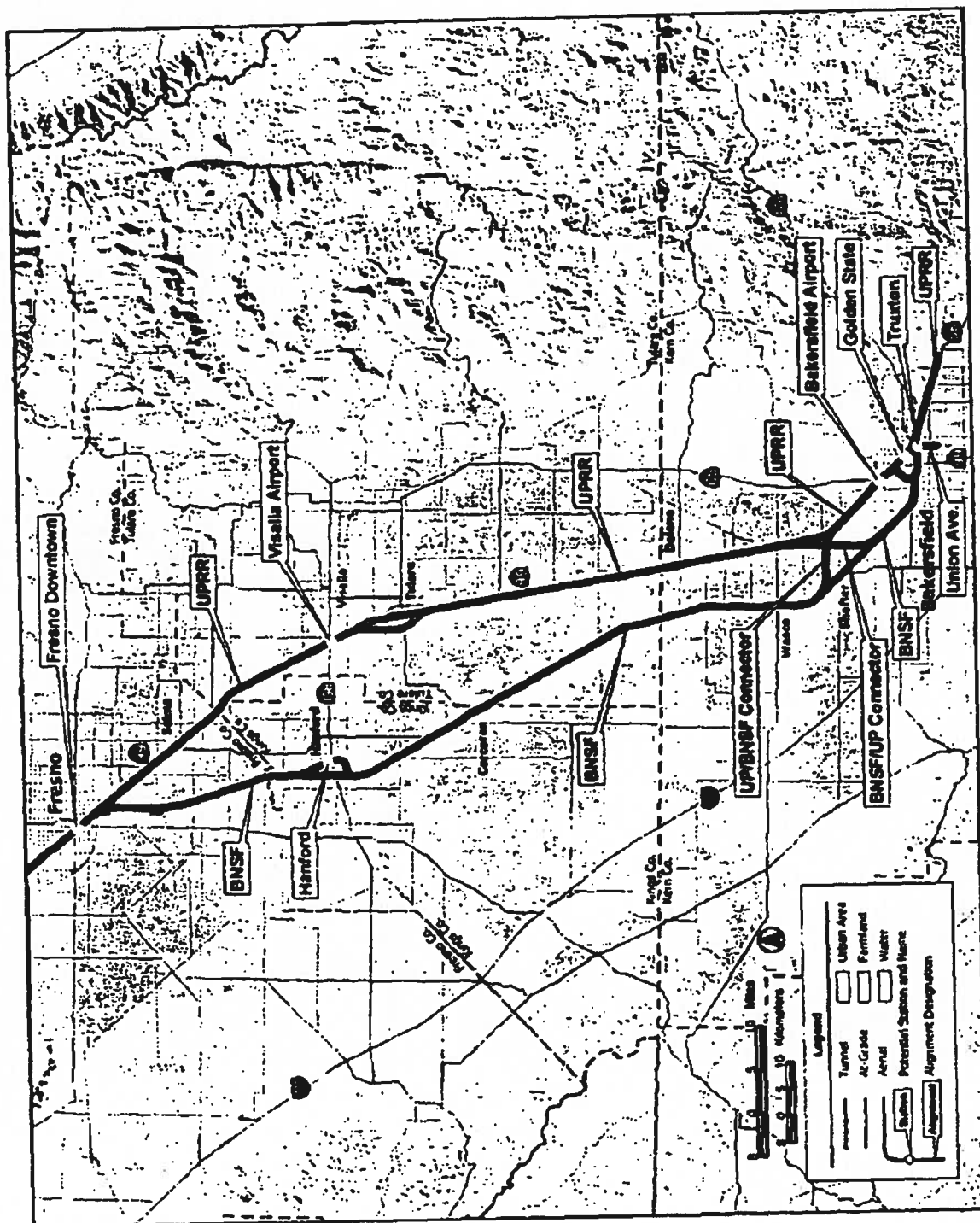
The BNSF corridor south of Fresno is consistent with your Board and the Council of Fresno County Government's unified positions on High Speed Rail alignments, and is more in keeping with the principles than the Union Pacific alternative.

OTHER REVIEWING AGENCIES:

The High Speed Rail Authority is scheduled to meet on December 15, 2004 to consider the alignment between Fresno and Bakersfield. Authority staff is considering delaying the meeting until January 2005 but no decision has been made at the time this report was written.

The cities of Fowler, Selma, and Kingsburg have been provided copies of this agenda item. All three cities plan to send representatives to the HSRA meeting to convey their opposition to placing High Speed Rail through their communities directly along the UP corridor. Staff's understanding is that they are open to either the BNSF route or a UP bypass alternative, but have not taken a position on the alignment outside of their jurisdictions.

City of Visalia representatives have discussed their proposal with local SR 99-corridor cities. There has been some interest expressed by the cities in whether a UP High Speed Rail bypass could relocate some or all existing UP freight rail traffic to the new alignment outside their city. However, nothing in the HSRA proposals includes plans or funding to relocate existing freight rail facilities to a new alignment. Staff does not consider this a feasible possibility as no public funding exists or is proposed for this purpose.



**California High Speed Rail Authority
Staff Recommendation on Preferred Alignments
And Station Locations (excerpts)**

ATTACHMENT B

MERCED TO FRESNO

Preferred Alignment:

- Burlington Northern Santa Fe (BNSF)

Analysis:

The Authority staff recommends identification of the BNSF alignment as the preferred option for HST service between Merced and Fresno (see Figure 6.3-3A). The BNSF alignment avoids most of the urban areas between Merced and Fresno and would have substantially less constructability issues, would have fewer potential noise and property impacts, and is estimated to cost about \$400 million less than the UPRR alignment. USEPA has expressed concern over potential impacts on new corridor segments needed to connect the UPRR to the BNSF therefore it is recommended that the BNSF alignment, through Merced, be considered at the project-specific level because of its potential to reduce land severance impacts.

Potential environmental impacts throughout this segment could be avoided and minimized to the extent the HST system could share the existing freight rail right-of-way. The BNSF alignment option would include new alignment transitions just south of Merced and just north of Fresno and utilizes the UPRR alignment through Fresno and Merced. If a decision were made to proceed with the HST system, the Authority staff would seek agreements to utilize the existing rail right-of-way to the greatest extent feasible.

Preferred Station Location:

- Fresno: Downtown Fresno

Analysis:

The Authority staff recommends the Downtown Fresno option as the preferred HST station option to serve Fresno County, and the surrounding areas. The downtown Fresno station site has high connectivity and accessibility, with good freeway access and good connections to bus transit. This option is the preferred HST station site of the City of Fresno, Fresno County, and Fresno COG.

The Authority staff recommends identification of the direct option through Fresno, which does not include an express loop outside of Fresno (see Figure 6.3-3B). This option would have high construction issues since four tracks would be needed through much of Fresno to accommodate express services, and a considerable amount of the alignment through Fresno would be on aerial structure. However, this option would have fewer potential environmental impacts (impacts to farmlands, biological resources, wetlands), and is estimated to be at least \$700 million less costly than the option with the express loop (since the express loop would include 22-26 additional miles of alignment construction [35-42 km]). Analysis of the Fresno loop line option suggests that the primary benefit of moving the high-speed mainline (express tracks) outside the urban area would be a 12-16% reduction in potential noise impacts.

Comments received from Fresno County and the Fresno COG support the location of all high-speed tracks through the City of Fresno along the UPRR alignment. The City of Fresno suggests the Authority continue to investigate the "loop track", west of Fresno, for the relocation of the BNSF alignment away from Downtown Fresno. The Authority has received comments from BIA of the San Joaquin Valley and Granville Homes suggesting pushing the express loop further west, due to planned development. Moving the loop further to the west would increase the potential farmland impacts and costs. Additionally, USEPA has expressed concern over the loop concept throughout the Central Valley, noting that the extra tracks and system requirements may more than double the acreage of potentially affected farmland,

would increase noise and visual impacts, and would increase potential impacts to water and biological resources.

FRESNO TO BAKERSFIELD

Preferred Alignment:

- Burlington Northern Santa Fe (BNSF)

Analysis:

The Authority staff recommends identification of the BNSF alignment as the preferred option for HST service between Fresno and Bakersfield (see Figure 6.3-4A). The BNSF avoids most of the urban areas between Fresno and Bakersfield and is recommended as the preferred alignment because it would have fewer constructability issues, would have fewer potential noise and property impacts, and is estimated to cost between \$590-800 million less the UPRR alignment options. In order to maintain high-speed service on the BNSF alignment, construction of a new HST alignment around Hanford would be needed.

Potential environmental impacts throughout this segment could be avoided and minimized if the HST system could share the existing freight rail right-of-way. If a decision is made to proceed with the proposed HST system, the Authority staff would seek agreements with BNSF to utilize the existing rail right-of-way to the greatest extent feasible.

Due to concern over the potential bisecting of the communities south of Fresno, the City and County of Fresno, Fresno COG, and the cities of Fowler, Selma, and Kingsburg are opposed to the UPRR alignment as proposed and suggest if the UPRR alignment is selected that a trench be considered to reduce the impacts to these smaller communities. The California Department of Parks and Recreation has stated a preference for the UPRR alignment between Fresno and Bakersfield. Parks and Recreation notes potential visual, noise and vibration impacts to the Colonel Allensworth State Historical Park, located south of Hanford along the BNSF alignment. The Authority staff recommends comprehensive study to avoid and/or minimize the potential impacts to these sensitive areas as part of project level environmental review. Considerable public and agency comments were received supporting the UPRR alignment with a Visalia Airport station stop, including comments from the Tulare County Association of Governments and the cities of Visalia and Tulare.

Preferred Station Locations:

- Tulare and Kings County: No HST Station

Analysis:

The Authority staff recommends that the existing Amtrak intercity rail service should link Kings County and Tulare County to the HST system and recommend that the preferred HST alternative have no station to directly serve Hanford (the Hanford site is the only station option for Tulare/Kings counties on the recommended BNSF alignment). The Hanford/Visalia station options would have the lowest ridership potential of all the potential stations investigated by the Authority. In 2020, a Hanford or Visalia station is forecast to have only between 140,000 and 160,000 annual total intercity boardings and alightings by 2020. In addition, as a result of not having the Hanford HST station would eliminate the alignment through Hanford, resulting in cost savings of about \$420 million plus less potential environmental impact since the HST alignment would avoid the Hanford urban area.

- Bakersfield: Truxton (Downtown Bakersfield)

Analysis:

The Authority staff recommends identifying the Truxton station option in downtown Bakersfield as the preferred HST station option to serve Kern County (see Figure 6.3-4B). The Truxton HST station would have the highest connectivity and would connect to the new Bakersfield Amtrak Station and has good access to SR-99. The Truxton site is in the city center of Bakersfield and is within walking distance the convention center and City Hall. The City of Bakersfield, Kern County, Kern County COG, and the Kern County Transportation Foundation for HST service for Kern County prefer this station option.

**Council of Fresno County Governments
Adopted Positions for High-Speed Rail
August 26, 2004**

Farmland Impacts: The potential impacts of high-speed rail on farmland must be analyzed and minimized. It is preferred that, where possible, existing railroad rights-of-way should be utilized because they would be least disruptive to farmland.

Level of Service: In addition to non-express trains, at least five of the daily "express trains" in each direction must stop in Fresno to accommodate commuters to the major metropolitan areas.

Freight Capability: In light of State air quality issues, the high-speed train system should still consider accommodating truck trailers and containers, thereby reducing congestion on highways and improving air quality. Freight service should be feasible at times when it does not interfere with passenger service. The greater the system's freight capability, the greater its financial viability.

Growth and Economic Impacts: Creating a high-speed rail connection to other parts of the state is paramount in moving people and improving air quality, while creating jobs and improving our economy. It will also relieve congestion and provide modal choice. However, construction of lengthy overpasses and/or underpasses through the smaller cities of Fowler, Selma and Kingsburg would jeopardize the viability of their downtown business, given the size of these towns relative to construction.

Station Location: The high-speed rail station in Fresno County should be located in downtown Fresno. This location must allow for the maximum intermodal interface with other means of local and regional passenger transportation.

Alignment: High-speed trains through the developed portions of Fowler, Selma and Kingsburg are not supported. If the decision is made to utilize the UPRR corridor, an alternative alignment around these three cities will be developed and any additional cost associated with this option must be included in the high-speed rail financing. All high-speed trains, including express, operating within the Fresno Metropolitan Area, will operate along the UPRR corridor. Furthermore, the \$780 million identified in the Draft EIR/EIS to construct a bypass loop around the city of Fresno will be used to relocate Amtrak and BNSF services within the UPRR corridor. If it is determined that relocating Amtrak and BNSF services to this corridor is not technically feasible, the HSR Authority will meet with the County of Fresno, City of Fresno, Fresno COG and the effected railroads to determine how these funds would be used to effectively mitigate the impact to rail consolidation/relocation and other regional rail issues created by the placement of high-speed trains within the UPRR corridor.

Maintenance and Storage Facility: The High-Speed Rail Authority should consider locating the proposed maintenance and storage facility in the City of Fresno or Fresno area.

Project Phasing: The Central Valley segment of the high-speed rail system should be completed first since its construction is not as complex or costly.



Agenda Item 17

DATE: May 22, 2007

TO: Board of Supervisors

FROM: Alan Weaver, Director *Alan Weaver*
Department of Public Works and Planning

SUBJECT: Support for High Speed Rail

RECOMMENDED ACTION:

Adopt resolution reaffirming support for High Speed Rail.

FISCAL IMPACT:

The recommended action will have no impact on net County cost.

IMPACTS ON JOB CREATION:

The resolution itself has no direct impact on local job creation. However, the potential construction of High Speed Rail and the as-yet-undetermined location of a maintenance facility will provide the opportunity for many jobs in the Valley.

DISCUSSION:

On April 17, 2007, your Board directed staff to return with a resolution reaffirming support for California High Speed Rail. This resolution will be sent to the Governor's office and the California High Speed Rail Authority as a means to inform them of Fresno County's continued support.

Your Board has repeatedly affirmed support for the California High Speed Rail. In conjunction with this support, your board has also endorsed the selection of the Burlington Northern Santa Fe corridor south of Fresno as the preferred alignment.

The Board has also made it clear that it does not support an alignment along the Union Pacific right-of-way south of Fresno due to impacts to the cities of Fowler, Selma and Kingsburg.

OTHER REVIEWING AGENCIES:

No other agencies have participated in the review of this item.

ADMINISTRATIVE OFFICE REVIEW



Office of the
Board of Supervisors

BOARD ACTION: DATE

Alan Weaver
MAY 22 2007

APPROVED AS RECOMMENDED

Page 1 of 1
OTHER

SEE PAGE 2 FOR BOARD ACTION.

ANDERSON _____ CASE _____ LARSON _____ PEREA _____ WATERSTON _____

(Page 1 of 1)

BOARD OF SUPERVISORS

May 22, 2007

Page 2

APPROVED AS RECOMMENDED; DIRECTED STAFF TO WRITE LETTER OF SUPPORT FOR SUPERVISOR WATERSTON'S APPLICATION TO THE HIGH SPEED RAIL AUTHORITY BOARD .

ADOPTED by the following vote, to-wit:

AYES: Supervisors Anderson, Perea, Case, Larson, Waterston

NOES: None

ABSENT: None



Agenda Item 18

DATE: March 10, 2009
TO: Board of Supervisors
FROM: John Navarrette, County Administrative Officer
SUBJECT: Briefing on High Speed Train Project by URS/ARUP/HMM Outreach Team, Representing the High Speed Rail Authority, and Provide Direction to County Staff

RECOMMENDED ACTION:

Receive briefing on High Speed Train Project by URS/ARUP/HMM, the High Speed Rail Authority consultant working on the Fresno to Palmdale section of the 800-mile project and provide guidance to County Administrative Office and Department of Public Works and Planning to work with the Council of Fresno County Governments to explore opportunities for the establishment of a maintenance yard and/or an operations yard in Fresno County for the California High Speed Train project.

ALTERNATIVE ACTION(s):

Take no action on the establishment of a maintenance or operations yard in Fresno County.

FISCAL IMPACT:

County staff has no additional resources to dedicate to this initiative. However, the Council of Fresno County Governments has budgeted resources to review the High Speed Rail project. County Staff can work with the COG to address this issue.

IMPACTS ON JOB CREATION:

No impact at this time. However, the establishment of a new maintenance and/or operations yard in Fresno County would create new jobs.

DISCUSSION:

In November of 2008, the voters approved the bonding of \$9 billion to be spent on High Speed Rail in California. In addition, the federal American Recovery and Investment Act of 2009

ADMINISTRATIVE OFFICE REVIEW

BOARD ACTION: DATE

Saule Johnson

APPROVED AS RECOMMENDED

Page 1 of 2

OTHER

UNANIMOUS _____ ANDERSON _____ CASE _____ LARSON _____ PEREA _____ POOCHIGIAN _____

Board of Supervisors
Date: March 10, 2009
Page 2

included \$8 billion for High Speed Rail. One of the first sections of the California high speed train project to be built is the Merced to Bakersfield section. This is known as the test track for the system to test trainsets at the 220 MPH high speeds. Planning for the new rail system is underway with the goal to be testing trains by 2015. URS team is working on the alignment through Fresno County with the Council of Fresno County Governments and their local partners. There will be a scoping meeting at Fresno Exhibit Hall for the Environmental Impact Study/Report on March 25, within the 45-day review period to provide scoping comments. Criteria for a new maintenance yard and an operations facility are currently being developed with a projected completion in late March. It is anticipated that the two facilities will create many new jobs. Once the criteria are released, the County, working with the COG, can begin a review process.

OTHER REVIEWING AGENCIES:

Department of Public Works and Planning

FOR QUESTIONS OR COMMENTS PLEASE
CONTACT: debbiecampbell@fresnofloodcontrol.org

File 170.141
170.131

March 3, 2009

Martin A. Querin
URS Corporation
30 River Park Place West, #180
Fresno, CA 93720

Dear Mr. Querin,

**California High Speed Train (CHST)
Alignment Alternatives**

Per your request dated January 20, 2009, the District has enclosed a CD indicating existing and proposed Master Plan storm drainage facilities located within the existing railroad right-of-ways. In addition to the location of District facilities, the following should be considered in preparation of the environmental documents:

- 1) Should CHST anticipate receiving drainage service from the District it will be required to contribute its pro-rata share of the cost and/or construction of the drainage system that will mitigate the impacts of the project on the storm drainage system.
- 2) Any proposed relocation, construction of proposed or reconstruction of existing storm drainage facilities will need to be reviewed and approved by the District prior to implementation.
- 3) Any proposed revisions in location of rail lines through areas that have existing or proposed storm drainage facilities shall be designed such that there are not adverse impacts to the passage of storm water to the adjacent roadways and existing or proposed storm drainage pipelines and inlets.
- 4) Additionally, revisions in the rail lines that alter historical drainage patterns shall require a major storm study. The District reviews potential impacts from a major storm. A major storm is defined as a storm which exceeds the capacity of the District's planned urban drainage facilities. The community standard for the Master Plan storm drainage pipeline system is designed to accept the peak flow rate of runoff from a 2-year intensity storm event (a storm which has a 50% probability of occurring in any given year). If the District's system is exceeded during such a storm, the District looks for a surface drainage outlet that will direct storm flows away from structures to prevent storm water inundation and damage.

Martin A. Querin
March 3, 2009
Page 2

Implementation of District flood prevention objectives has included attention to land surface features which would impede or impound overland flood flows associated with major storm events. Such land surface features are addressed when they create the potential to impound surface flood waters to a depth that would inundate and damage surrounding properties.

The District's activities have included requiring design features or modifications to existing features, that would insure safe surface flood flows in such major storm events. This has included opening overland storm water breakover flow paths through railroad bed embankments by way of culverts.

Surface flowage easements or covenants over adjacent areas for any portions of relocated track that prevent the conveyance of storm water to public right-of-way must be acquired.

5) As the CHST system proceeds, the District will need to review and approve the final improvement plans (i.e. grading, street improvement and storm drain facilities) for the proposed project that lie within the District's boundaries to insure consistency with the approved Storm Drainage Master Plan.

Thank you for this opportunity to provide preliminary comments and the District looks forward to future correspondence. Please keep the District notified of the progress of the CHST project and should you have questions regarding our comments, please contact the District.

Sincerely,

Mitzi Molina
Engineer

MM/lrl

Madera-Chowchilla Water & Power Authority

POST OFFICE BOX 905 - 327 S. CHOWCHILLA BLVD.
CHOWCHILLA, CALIFORNIA 93610

TELEPHONE (559) 665-3747
FACSIMILE (559) 665-3740

December 2, 2009

Ms. Carrie Bowen
California HSR Authority
925 L Street, Suite 1425
Sacramento, California 95814

Re: Fresno to Merced Route Consideration

Dear Ms. Bowen:

Yesterday, at a Madera County Farm Bureau meeting, I became aware of a possible new route through our jurisdiction.

Our Joint Powers Authority consisting of the Madera Irrigation District and the Chowchilla Water District covers over 200,000 acres of farmland and the embedded cities of Chowchilla and Madera. On behalf of our Board of Directors, we request time to consider this new route which appears to wreak havoc on our existing operations and that of our constituents. We also hope you will allow us to be involved in the decision on route selection.

Please call me at (559) 232-0227 if you need further information.

Thank you for your consideration,



Rick Cosyns, Vice-President,
Madera-Chowchilla Water & Power Authority

cc:

Madera County Board of Supervisors
City of Chowchilla
City of Madera
Madera County Farm Bureau



2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Fax: 559-675-9328
Website: www.maderactc.org

April 9, 2009

Honorable Chairman Judge Quentin L. Kopp
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento CA 95814



Dan Leavitt, Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento CA 95814

Carrie Pourvahidi, Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento CA 95814

RE: Comments on the scope of San Jose to Merced and Merced to Bakersfield High Speed Train Project-Level EIR/EIS

Dear Chairman Kopp:

The Madera County Transportation Commission is taking this opportunity to comment on the scope of both the San Jose to Merced and Merced to Bakersfield High Speed Train Project-Level Environmental Impact Report/Environmental Impact Statement. As the Federally-designated Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency for the Madera County region, we have worked with our member agencies to produce a regional response to the Notice of Preparation for both the north-south and east-west proposed High Speed Train alignments that intersect the County.

Madera County occupies a unique position in the proposed route of the High Speed Train system, serving as a hub not only for connections between the Bay Area and Southern California in the initial phase of HST construction, but also north to the Sacramento metropolitan area once full build-out of the system has been completed. Consequently, we believe that potential impacts to the Madera County region, particularly in the areas of transportation network connectivity, existing and future land use patterns, economic development, and natural resource preservation, require close scrutiny as the EIR/EIS process moves forward.

MCTC has been working together with the other seven San Joaquin Valley MPOs in the development of a Regional Blueprint for the Valley, which will help to inform local land use planning over the next 40 years. We urge the California High Speed Rail Authority to consider the regional land use and transportation planning efforts conducted locally in support of the Regional Blueprint when developing the EIR/EIS for both HST segments. Integration of the High Speed Train system with the Metro-Rural

Loop concept currently being explored by the Mid-Valley Multi Modal partnership, which includes Madera, Fresno, Kings and Tulare Counties, is also a priority.

The Cities of Madera and Chowchilla and the County of Madera have individually prepared letters addressing potential impacts to their jurisdictions. We ask that you consider the concerns outlined in these letters and carefully weigh proposed alternatives offered by the professionals responsible for planning throughout the County.

Thank you for all of your efforts in providing a forum for dialogue between the High Speed Rail Authority and the local and regional agencies of Madera County. We look forward to continued cooperation between the Authority and MCTC as we work to make High Speed Rail a reality in California.

Sincerely,

A handwritten signature in black ink, appearing to read 'Patricia Taylor', with a long horizontal flourish extending to the right.

Patricia Taylor, Executive Director
Madera County Transportation Commission

Enclosures



BOARD OF SUPERVISORS COUNTY OF MADERA

MADERA COUNTY GOVERNMENT CENTER
209 W. YOSEMITE AVENUE / MADERA, CALIFORNIA 93637
(559) 675-7700 / FAX (559) 673-3302 / TDD (559) 675-8970

MEMBERS OF THE BOARD

FRANK BIGELOW
VERN MOSS
RONN DOMINICI
MAX RODRIGUEZ
TOM WHEELER

TANNA G. BOYD, Clerk of the Board

March 23, 2009

Ms. Carrie Pourvahidi
Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814



Subject: Consideration of Locating the High-Speed Train Maintenance Facility in Madera County

Dear Ms. Pourvahidi,

On behalf of the Madera County Board of Supervisors and the citizens of Madera County, I would like to thank you for considering Madera County as a potential home for the High-Speed Train maintenance and storage facility. As you may know, Madera County is a self-help county that has positioned itself to help all new industrial development, in part to overcome ongoing high unemployment, minimum wage salaries and a loss of professional talent to other parts of the State.

While we are aware that the former Castle Air Force Base site in Merced County has been designated as the preferred maintenance facility site in the Bay Area to Central Valley High-Speed Train Program EIR, we are encouraged by the recent Central Valley scoping meetings which showed several Madera County locations as potential sites. As the final decision has yet to be made, I want to share with you some information on Madera County that may assist you in making that decision.

Why Madera County would make a great home for the High-Speed Train maintenance and storage facility:

- Central location (in fact, the geographic center of the State of California is located in Madera County) and potentially the most efficient location at the split in the east-west/north-south facilities
- Several possible sites that would work for the location along the potential corridors
- An able and willing workforce, and easy commute for workers from adjoining counties (e.g., Merced and Fresno)
- Home to the Madera Community College, and close proximity to the University of California, Merced and California State University, Fresno campuses and their respective resources
- Strong local support for locating the High-Speed Train maintenance and storage facility in Madera County
- Low land costs
- Flexibility in infrastructure provision

These are just a few of the reasons why we believe that Madera County would be a perfect fit for the High-Speed Train maintenance and storage facility. If you would like to discuss further the advantages of locating the facility in Madera County, please contact me at 559-675-7700.

Sincerely,

A handwritten signature in dark ink, appearing to read "Max Rodriguez", with a stylized flourish at the end.

Max Rodriguez, Chairman
Madera County Board of Supervisors

Cc: California High-Speed Rail Authority Members
California High-Speed Rail Authority Director Mehdi Morshed
California High-Speed Rail Authority Deputy Director Dan Leavitt
Madera County Board of Supervisors
Mayor, City of Chowchilla
Mayor, City of Madera



BOARD OF SUPERVISORS COUNTY OF MADERA

MADERA COUNTY GOVERNMENT CENTER
200 WEST FOURTH STREET / MADERA, CALIFORNIA 93637
(559) 675-7700 / FAX (559) 673-3302 / TDD (559) 675-8970

MEMBERS OF THE BOARD

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TANNA G. BOYD, Chief Clerk of the Board

October 26, 2009

California High Speed Rail Authority
Honorable Chairman Mr. Curt Pringle
925 L. Street, Suite 1425
Sacramento, CA 95814

The County of Madera Board of Supervisors, City of Madera City Council, City of Chowchilla City Council are unequivocally in agreement on the High Speed Train routes through Madera County.

Our consensus is that north-south A-1 Route (BNSF) with the UPRR to BNSF link just north of the City of Chowchilla is a preferred route. We agree that the remainder of the A-1 Route north of Chowchilla should be dropped through Le Grand and Planada. If the A-1 Route is eliminated from consideration provided that sufficient documented justification is presented, then we support the A-3 Route west of Highway 99. However, should the A-3 Route prove to have significant environmental issues, the A-1 Route must be reconsidered before the unsupportable "GEA" route is considered.

We are opposed to the A-2 Route (UPRR) as this route has significant impacts on the downtown areas of the City of Madera and the City of Chowchilla where other available routes near our communities would avoid those impacts. It also negatively impacts the community of Fairmead.

With regard to the east-west alternative routes, the Henry Miller to South of SR-152 Route is the preferred route.

Sincerely,


Mayor City of Madera


Chairman of the Madera
County Board of Supervisors


Mayor, City of Chowchilla



December 10, 2009

Chairman Curt Pringle
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

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Michael Naito

Dino Petrucci

Al Sheeter

Kole Upton

Julia D. Berry
Executive Director

**RE: Merced to Fresno High Speed Train Project EIR/EIS
Opposition to Route A-3**

Dear Chairman Pringle:

Madera County Farm Bureau represents the farmers, ranchers and individuals who support the agricultural industry in Madera County. Revenue generated by local farming industries is the primary source of tax revenue and the main economic driver for the county.

The Board of Directors for Madera County Farm Bureau (MCFB) regards the California High Speed Rail (HSR) project as a pivotal step in the future development of the Great Central Valley. We remind you that one of the stated goals in the construction of HSR is to minimize environmental impacts and to stay near existing transportation corridors. Proposed Route A-3, which cuts through Madera's fertile Westside farmland is not in alignment with this objective, and forces Madera County agriculture to pay the price for nearby cities that benefit from HSR stops in their communities. It is imperative that routes for the HSR enhance the planning processes that are ongoing in the Central Valley and reflect the ideals and economic needs of those who live in the region.

Thousands of Central Valley inhabitants participate in Governor Schwarzenegger's "California Partnership for the San Joaquin Valley," a visioning process for growth in the area. One of the goals of the Partnership is to develop a long-range strategy for agriculture in the San Joaquin Valley that ensures its viability and sustainability. The objectives of this process are: to develop a long-range plan to maintain the viability of agriculture in the region, to minimize the proliferation of ranchette development on farmland, and to reduce the loss of farmland attributable to General Plan amendments.

Additionally, the City of Madera completed its Vision 2025 project, and city dwellers overwhelmingly advocated for the preservation of agricultural lands. Both of these processes are germane to the placement of HSR routes, as they exhibit the desire of Central Valley inhabitants to support the proliferation and sustainability of agriculture in our communities. Placement of High Speed Rail routes should respect the

desires of tax payers and community voices who want to preserve an agricultural economy.

The farmers who farm today are doing so because it is a vocation they have chosen, not because it is an easy way of life. They continue to stay in business in the face of inexorable environmental regulation and uncertain water supplies. An entire population of voters is reliant upon farming as a means to provide for their families; and they have to fight to continue living an agrarian lifestyle.

A project like High Speed Rail must value the priorities of rural peoples on par with urbanites, especially in the Central Valley, where agriculture production leads in its contribution to the tax base.

As a voice for Madera County agriculture, we express strong opposition to the proposed route through Westside farmland (Route A-3). We have attached a description of the reasons for our position.

We welcome your inquiries and look forward to working toward a route selection that is a win-win for California and for rural counties.

Sincerely,

A handwritten signature in black ink, appearing to read "Julia D. Berry". The signature is fluid and cursive, with the first name "Julia" being more prominent than the last name "Berry".

Julia D. Berry
Executive Director

cc: Carrie Bowen, Deputy Director, California High Speed Rail
Madera Board of Supervisors
City of Madera
City of Chowchilla
Madera Irrigation District
Chowchilla Water District
Merced County Farm Bureau
University of California at Merced

Attachment

Madera County comments in Opposition to Proposed Route A-3

The process by which Route A-3 was chosen does not represent the will of the landowners in the area. At a public meeting in Madera, crayons were provided for individuals to freely draw lines on a map to make suggestions for railways. It was at this meeting that an unknown participant randomly drew what is now seriously being considered as a possible route. Proposed Route A-3 has taken a life of its own with no input from those who will be drastically affected. Now, the agricultural industry is left holding the bag because of a loosely structured process that was driven by individuals who were not required to weigh the pros and cons of destroying agricultural lands. This line was obviously created by one who lacks comprehension of the critical role of farming and ranching in our economy and our way of life.

Secondly, the most visible representative of the farming community, Madera County Farm Bureau, was not contacted regarding the proposal of Route A-3. As a result, letters sent from the High Speed Rail Authority for access to private property have not been greeted warmly by recipients. These letters are the first contact with the affected parties, and landowners believe they have been blind-sided. A ground-swell of unhappy people is growing, and politically, HSR has created a problem. This will not bode well should HSR staff attempt to negotiate with private landowners, as the lack of outreach was handled poorly.

Route A-3 ignores property lines, diagonally cutting parcels. Madera County farmland parcels are organized on a grid; Route A-3 disrupts clean property lines by diagonally cutting through ranches, leaving landowners holding the bag. The proposed HSR Route A-3 will create islands of land that will be too small to justify the financial inputs required to farm, rendering these parcels unfarmable, therefore, unprofitable. Secondly, the HSR estimates that this route will only require 720 acres of farmland to come out of production. This is a gross underestimate, when factoring the setbacks that are already enforced upon agricultural practices by existing regulations, requiring that farming practices occur at a certain distance from urban centers, schools, homes, traffic, etc.

Transportation systems are not compatible with agricultural operations, due to existing stringent laws and regulations.

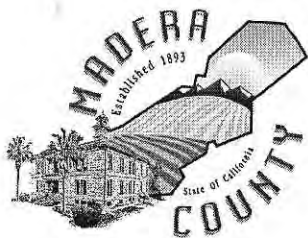
California has the most rigorous set of laws and regulations for the handling and application of fertilizers, herbicides, and pesticides in the country. For example, chemical sprays must be applied at a specific wind speed, according to law (between 2-10mph). Should the speed increase, farmers must shut down their spraying operations and wait for more favorable conditions. It is prohibited by law for a chemical to drift, especially onto a passenger or human transit vehicle. This is a constant

challenge with the presence of school buses on rural roads. Should there be a “suspected drift,” the bus in question must be swabbed by the County Agricultural Commissioner’s office, and the grower faces tens of thousands of dollars in penalties. However, buses only run at certain times of the day, whereas, HSR trains will be present throughout the day and night. Not yet considered is the effect of a 250 mph train near farms – certainly chemical applications will be subject to drift with this level of air transfer. Lastly, aerial spray applications, vital to many agricultural crops, will be impossible with the regular presence of a human transportation system, as it will create a public safety issue.

Irrigation canals and irrigation systems will be interrupted and costly to reconfigure. Irrigation water travels through canals by gravity pull. Should this flow be interrupted, expensive pumps will need to be employed to deliver water to homes and ranches. There are irrigation canals running east to west about every mile and it would be a massive project to bury each one at each crossing.

High Speed Rail wind impacts on flowering trees and bee pollination will cause a decrease in yields. Permanent crops such as almonds, pistachios and grapes are the top commodities grown in Madera County. Nut crops, such as almonds, require that bees be present to complete pollination. Without bee activity, which is provided by employing a bee keeper to bring hives to the orchard, almond trees will not produce a crop. Bees are very particular about the types of conditions that they will work in, including: temperature and *wind speed*. A high speed train traveling at 250 miles per hour is very disruptive to bee activity, not to mention lethal. Additionally, strong wind will blow blooms off of flowering trees, like almonds and grapes, when flower counts are directly related to crop yields.

Farmland is not replaceable, there is no true mitigation for farmland, as it is not a renewable resource. California loses 100,000 acres of farmland per year to transportation and development projects. Farmland is the only property that is privately held, from which families make their livings. There are 82,000 farms in California, and 64,000 of them are family farms. We implore you to recognize that farmland is not simply flat land for the taking. It is home to real people, and real families. There is an emotional tie to the land and a historical value that may not be replaced by “preserving” farmland in another area with mechanisms such as farmland easements. Urbanites need farmland also, as it provides the lifestyle that we all enjoy – the luxury of finding anything and everything we want at any given time at the grocery store or restaurant. Please do not squander this nonrenewable resource.



RESOURCE MANAGEMENT AGENCY
ADMINISTRATION
Ray Beach, Director

2037 W. Cleveland Avenue
Madera, CA 93637-8720
(559) 661-6333
FAX (559) 675-7639
rbeach@madera-county.com

April 8, 2009

California High Speed Rail Authority
Honorable Chairman Judge Quentin L. Kopp
925 L Street, Suite 1425
Sacramento CA 95814



RE: California High Speed Rail

Madera County would like to take this opportunity to thank you and your staff for the numerous meetings and workshops you have recently put on in the Central Valley specifically Madera County. As you are aware Madera County plays an integral role into the success of the High Speed Rail. We have prepared this letter addressing those impacts that the High Speed Rail poses to Madera County, and have included a detailed discussion of potential alternative routes to those previously identified by the CH2M Hill project team at your public outreach meeting on March 19, 2009 in the City of Madera. First we have outlined the potential impacts associated with the current alignments, followed up with alternative routes and their benefits. In addition we have attached a map showing those alternative routes along with maintenance stations Madera County would like analyzed in the projects EIR/EIS.

The proposed alignments are shown along the existing lines of the Burlington Northern Santa Fe (BNSF) or the Union Pacific (UP) tracks that run through Madera County. It is our understanding that a new alignment west of Highway 99 has been identified as a proposed alignment. Madera County has reviewed both the Burlington Northern Santa Fe and the Union Pacific route proposals and identified several debilitating impacts outlined below:

- These routes could result in massive degradation of our existing small farming communities of Fairmead, Trigo, and Berenda. The proposed route would essentially destroy these communities by eliminating their ability for growth and prosperity resulting in a potential environmental justice issue.
- We have yet to see any provision or plan for how to access the identified rail stations served by the High Speed Rail system (i.e. shuttle, transit bus, van). Please clearly describe and map how the existing outlying communities will access the proposed rail stations.
- It is our understanding that the High Speed Rail System will hold Madera County harmless when constructed, however there has been no discussion regarding the enormous costs associated with post rail development through the downtown communities that will be most impacted by the proposed alignments. It will eliminate any feasible development associated with the other side of the tracks due to the high infrastructure costs associated with crossing the High Speed Rail.
- What will be the considerations given to the impacts of the small community airports and the larger regional Fresno Air Terminal?

- How will the High Speed Rail adversely impact economic development throughout the Central Valley?
- Is there the potential for the Central Valley to become a service economy with jobs being restricted to the existing large urban centers connected by the High Speed Rail such as Los Angeles, and the City of San Francisco.
- Will the proposed route shown through the downtown corridor of Chowchilla and Madera permanently divide and isolate the minority communities from the rest of the City? Will the rail alignment foster an environment of good side vs. bad side of the tracks?
- The proposed routes will promote the loss of agricultural lands by restricting growth to the east because of the increased infrastructure costs to cross the High Speed Rail system. If development is forced to move west it will result in substantial loss of prime agricultural lands impacted by development.
- The High Speed Rail will result in a loss of substantial transportation funding to address continued automobile demand on the States freeway system.
- Madera County does not feel that the High Speed Rail will carry enough traffic to offset the tremendous cost to the State of California.
- The land use densities being served by the High Speed Rail are far below the minimum required to provide the necessary ridership to be successful. This will result in the need to increase land use densities in an area that cannot provide the adequate water resources or basic infrastructure to allow for the type of development to support a High Speed Rail system. Increased development within the Central Valley will further denigrate our local air quality.
- Can a new alignment be studied in combination with a Highway 99 western truck route by-pass?

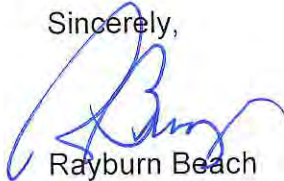
As a result of the impacts identified by the proposed alignments, Madera County would like to offer our support for the proposed alignment located west of Highway 99 for the following reasons:

- A north-south alignment that traverses along the west side of both the City of Madera, Fairmead, and the City of Chowchilla. The advantages of this include:
 - Preserves historical sites and avoids destroying downtown areas.
 - Avoids physically dividing existing communities or facilities which would lead to environmental justice issues. Avoids dividing the community of Fairmead and separating the Central California Women's Facility (CCWF) and the Valley State Prison for Women (VSPW).
 - This alignment would create an urban boundary preserving prime agricultural lands along the west side. This would also provide a semi-permanent buffer for agriculture along the west side.
 - Cheaper lands would result in cheaper construction costs.

- Avoidance of the issue of a merger between the two currently proposed alignments.
- Would facilitate construction of a Caltrans Highway 99 truck by-pass route.
- Ease of access to proposed rail stations.
- An east-west alignment located south of Highway 152 offers similar advantages to that above including:
 - The avoidance of impacts on the growth patterns and service needs of the City of Chowchilla.
 - Possible avoidance of wetlands located west of Chowchilla.

Again, I would like to thank you and your staff for meeting with us. Please contact me to discuss these proposed alternatives in greater detail. We look forward to the continuing cooperation on the High Speed Rail and reserve the opportunity to comment on any documents prepared by the High Speed Rail Authority.

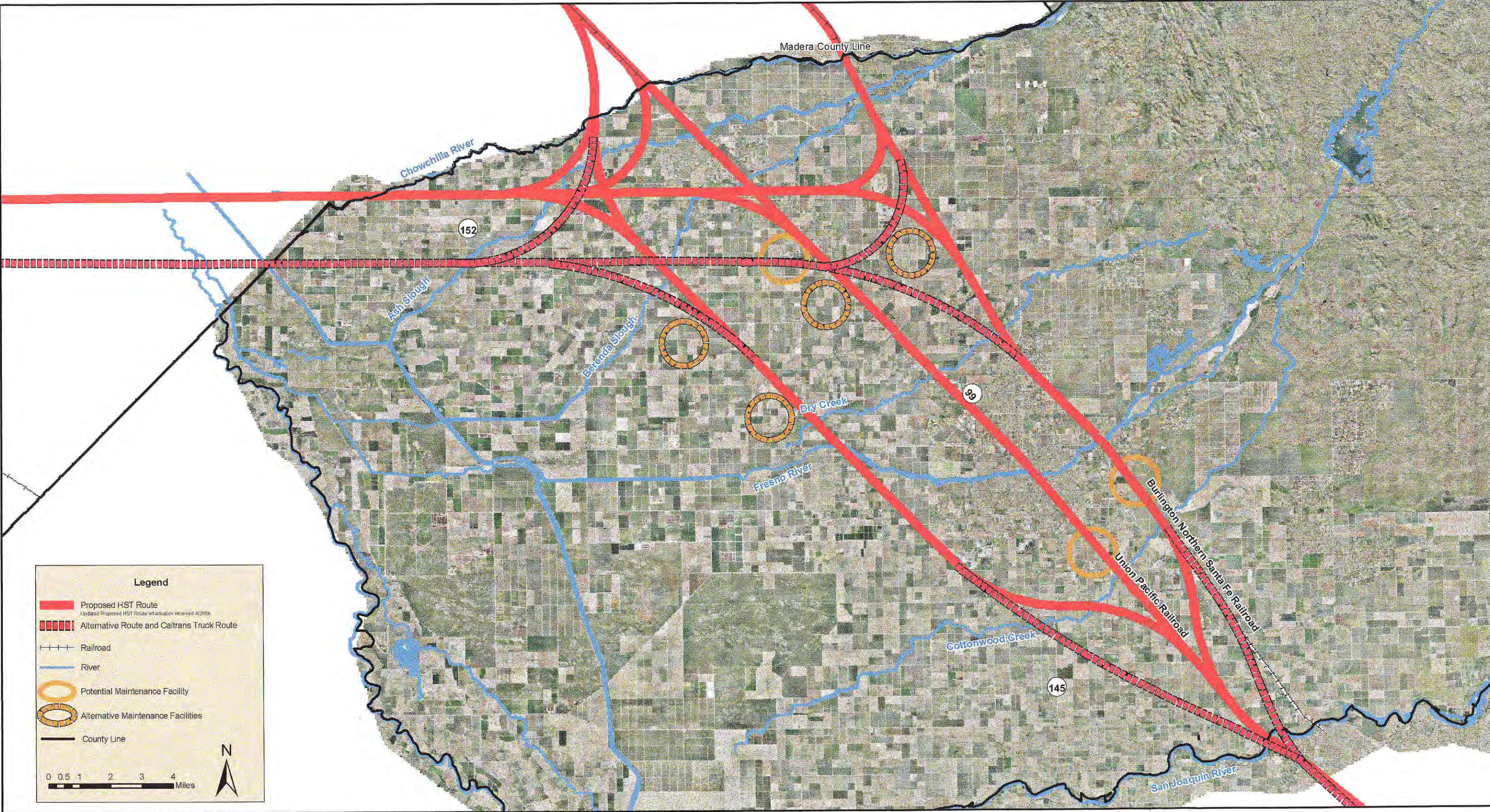
Sincerely,

A handwritten signature in blue ink, appearing to read "Rayburn Beach", is written over the typed name.

Rayburn Beach
RMA Director
Madera County

cc: Madera County Board of Supervisors
Madera City Council
Chowchilla City Council

CALIFORNIA HIGH SPEED RAIL ALTERNATE ALIGNMENT/MAINTENANCE FACILITY PROPOSAL





Thank you for attending today's meeting. The purpose of the scoping process is to provide government agencies and the public the opportunity to help identify possible issues, the overall scope and focus, and alternatives for consideration in the environmental review. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 10, 2009.

Meeting Date/Location

☒ March 18 - Merced ☐ March 25 - San Jose ☐ March 26 - Gilroy

Name (please print): BRAD ASORN City: MIDPINES State: CA Zip: 95345
Title (if applicable): MARIPOSA CO. SUPERVISOR Phone: 209 966 3222 Fax: 966 5147
Organization/Business (if applicable): _____ E-mail: baasorn@mariposacounty.org
Address: 5301 RUMBLE WINE RD MIDPINES, CA 95345

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Comment (please write clearly):

MEMBERS OF THE HIGH SPEED RAIL AUTHORITY:

REF: THE BOARD OF SUPV LTR TO HS RAIL AUTHORITY OF 13 JULY 07
MARIPOSA CO. RESOLUTION NO. 07-566

I AM ATTACHING THE REFERENCED ITEMS AGAIN THE
AUTHORITY'S REVIEW, AND HOPEFULLY TAKE THE MOST APPROPRIATE
ACTION TO RETURN THE HS ROUTE BACK TO THE ALTA MONT PASS
WHERE IT BELONGS. THE PACHECO PASS IS COMPLETELY UN-
ACCESSIBLE AS WE HAVE STATED IN BOTH THE LETTER AND
THE RESOLUTION. NEED WE SAY MORE... BUT WE WILL
IF THE HSR DOESN'T GET "ON TRACK"! THE ATTACHED
DOCUMENTS SPEAK VERY CLEARLY ^{FOR} ~~THE~~ THEMSELVES. NOTHING
HAS CHANGED, HAS IT? MAY RIGHT, COMMON SENSE
AND THE UNION PACIFIC RAILROAD; AND MOST ALL THE
HIGHEST KNOWLEDGEABLE PUBLIC PREVAIL!

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team members, mail, or e-mail it to us at comments@hsr.ca.gov by close of business on April 10, 2009. In addition, you may comment verbally to the court reporter today. The comment period ends close of business on April 10, 2009.

Fold and Tape Completely Before Mailing

Mariposa County Board of Supervisors

District 1 BRAD ABORN
District 2 LYLE TURPIN
District 3 JANET BIBBY
District 4 DIANNE FRITZ
District 5 BOB PICKARD



RICHARD J. BENSON
County Administrative Officer

MARGIE WILLIAMS
Clerk of the Board

P.O. Box 784
MARIPOSA, CALIFORNIA 95338
(209) 966-3222
1-800-736-1252

FAX (209) 966-5147
www.mariposacounty.org/board

July 13, 2007

California High Speed Rail Authority
ATTN: Judge Quentin Kopp
925 L St., Suite 1425
Sacramento, CA 95814

RE: Hearing Process on "Draft Bay" Area to Central Valley HST Program EIR/EIS

Dear Judge Kopp:

Mariposa County is the newest member of the San Joaquin Valley Rail Committee (SJVRC) and, as such, we are very concerned about the plans and implementation of future high speed rail transportation.

As we progress through the planning stage for the high-speed rail route between Los Angeles, through the San Joaquin Valley, to San Francisco, we are approaching a very critical decision point regarding the route to traverse the Diablo Mountain Range into the San Francisco Bay area and the city of San Francisco.

Historically, Altamont Pass has been recognized by most as the preferred route as compared to Pacheco Pass to the south. The Altamont route offers a shorter distance between Los Angeles and San Francisco and offers high speed service to a greater number of passengers. Additionally, the Altamont route will allow more San Joaquin Valley cities to be served by high speed rail. By contrast, the Pacheco route will be longer through more rugged terrain and will enter the South Bay area cities, which are in very close proximity to each other. High speed rail will have to compete with other established forms of surface transportation such as BART and commuter rail service, while being unable to attain a significant speed advantage. The southern route will not address service beyond Fresno, eliminating the cities of Merced, Modesto and Stockton, in addition to many of the vacation destinations in the Sierras such as Yosemite National Park, which one day may be connected by intermountain rail.

At the June 27th HSRA Meeting in San Carlos, a list of five hearing sites on the draft EIR were presented, which included only Bay Area cities. During this meeting a request was made by Chair John Pedrozo of the Merced County Board of Supervisors to conduct an EIR hearing in the central valley. Dan Leavitt, HSRA Deputy Director, gave a verbal confirmation to schedule an additional meeting in Merced on August 30, 2007.

California High Speed Rail Authority
ATTN: Judge Quentin Kopp
Page 2.

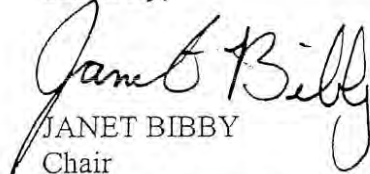
Although the Merced meeting is welcome, if a true measure of public sentiment is to be received, the HSRA should consider hearings in more San Joaquin Valley cities including (but certainly not limited to) Bakersfield, Fresno, Modesto and Stockton, keeping in mind that the Bay Area sites are in close proximity to each other, while the San Joaquin Valley sites are not. Of the six meetings currently scheduled, only one is outside the tight knit group of cities in the Bay Area.

The southern section of the high speed rail system offers unique challenges. Bakersfield to Los Angeles via Tehachapi, the high desert cities of Lancaster and Palmdale, Saugus, Newhall, San Fernando Valley and Los Angeles all have a vested interest in the entire HSR route. Palmdale is a future site for an International Airport, which will serve much of the Los Angeles area, bringing more passengers into the high speed rail system. The high desert area has grown considerably and that growth will continue well into the future. The route will include the San Fernando Valley and continue on to Los Angeles. All of these population centers along the HSR route have a stake in what we propose along the entire route.

The Mariposa County Board of Supervisors believes that public comment should include all the areas along the HSR line. It's been over two years since Los Angeles has had a public hearing. The high desert communities should certainly be included also. After the public input process is completed and fairly assessed, we believe that the choice between Altamont and Pacheco will show that Altamont is by far the best and only choice to complete the run into the Bay Area. With this outcome, we strongly believe that the High Speed Rail will become the grand system where all communities will have had the ability to have a say in its development and that future generations will enjoy the high speed rail benefits within the state of California.

We thank you for your consideration and look forward to participating in the development of the high speed rail system.

Sincerely,



JANET BIBBY

Chair

Mariposa County Board of Supervisors

JB/BA/MJ

cc: Daniel Leavitt, Deputy Director, California High Speed Rail Authority

MARIPOSA COUNTY RESOLUTION NO. 07-566

RESOLUTION SUPPORTING THE ALTAMONT ALIGNMENT FOR THE BAY AREA TO CENTRAL VALLEY HIGH SPEED TRAIN AND SUPPORTING RECIRCULATION OF THE DRAFT EIR/EIS

WHEREAS, the County of Mariposa is a member of the San Joaquin Valley Rail Committee; and

WHEREAS, the County of Mariposa has long supported the Altamont Pass as the preferred route; and

WHEREAS, the Altamont route offers a shorter distance between Los Angeles and San Francisco and offers high-speed service to a greater number of passengers; and

WHEREAS, the Altamont alternative is a more environmentally compatible major transportation system and would alleviate congestion and poor air quality in a rapidly growing region of California; and

WHEREAS, the draft Bay Area to Central Valley High Speed Rail Program EIR/EIS has failed to adequately examine the environmental impacts of the Pacheco Pass alignment sufficient to support a selection of that alignment; and

WHEREAS, transportation to and from the Sierra Region and Yosemite National Park would be enhanced by the Altamont alternative; and

WHEREAS, there is wide agreement among agencies, environmental groups, and train rider associations and Altamont Pass alignment will best minimize environmental impacts and maximize ridership potential; and

WHEREAS, the Draft Bay Area to Central Valley High Speed Train Program EIR/EIS fails to sufficiently identify the Altamont alignment options that should be compared to the Pacheco Pass alignments; and

WHEREAS, the Draft Bay Area to Central Valley High Speed Train Program EIR/EIS fails to adequately identify the environmentally superior alternatives in a manner that permits meaningful comparison; and

WHEREAS, the California Department of Fish and Game has identified in their comments of September 25, 2007 regarding the Central Valley High Speed Train Program EIR/EIS that the Altamont Pass alignment is the only alignment option to be considered with existing infrastructure which would facilitate construction and operation of HST along one of the proposed alignments within the Altamont Pass, and that this alignment is also likely to have fewer adverse impacts on fish and wildlife resources than other alignment alternatives; and

WHEREAS, the United States Department of the Interior in its comments of

September 25, 2007, the California Department of Fish and Game in their comments of September 25, 2007, the Grassland Water District and the Grassland Resource Conservation District, in their comments of October 25, 2007, have all identified substantive flaws in the Draft Bay Area to Central Valley High Speed Train Program EIR/EIS and requested substantial revision and recirculation of this document; and

WHEREAS, Mariposa County desires to support the demand for substantial revision and recirculation of the Draft Bay Area to Central Valley High Speed Train Program EIR/EIS;

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of Mariposa County hereby finds as follows:

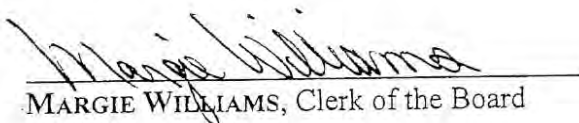
1. That the Draft Bay Area to Central Valley High Speed Train Program EIR/EIS fails to adequately identify the environmentally superior alternatives in a manner that permits meaningful comparison.
2. That the County of Mariposa supports and adopts comments of the United States Department of the Interior of September 25, 2007, the California Department of Fish and Game comments of September 25, 2007 and the Grassland Water District, and the Grassland Resource Conservation District comments of October 25, 2007, as reflecting Mariposa County's concerns and objections to the Draft Bay Area to Central Valley High Speed Train Program EIR/EIS.
3. That the substantive flaws and omissions in the Draft Bay Area to Central Valley High Speed Train Program EIR/EIS require substantial revision and recirculation of this document.
4. That the Clerk of the Board is directed to send to Dan Leavitt, Deputy Director California High-Speed Rail Authority, a certified copy of this Resolution, along with a request that it be entered into the official record of the Authority at the earliest possible opportunity as an official statement of Mariposa County's concerns and objections to the Draft Bay Area to Central Valley High Speed Train Program EIR/EIS.

PASSED AND ADOPTED this 11th day of December, 2007, by the Board of Supervisors of Mariposa County by the following vote:

AYES:	ABORN, TURPIN, BIBBY, FRITZ, PICKARD
NOES:	NONE
ABSENT:	NONE
ABSTAINED:	NONE


JANET BIBBY, Chair
Mariposa County Board of Supervisors

ATTEST:


MARGIE WILLIAMS, Clerk of the Board

APPROVED AS TO FORM:


THOMAS P. GUARINO, County Counsel



April 9, 2009

Ms. Carrie Pourvahidi
Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: Notice of Preparation/Notice of Intent
Merced to Bakersfield HST Project EIR/EIS

Dear Ms. Pourvahidi:

On March 18, 2009, Merced County representatives attended the Public Scoping Session held in Merced. County representatives have also reviewed the Notice of Preparation (NOP) and Notice of Intent (NOI) for the Merced to Bakersfield High-Speed Train Project (Project) EIR/EIS released by the California High Speed Rail Authority (Authority) and offer the following comments on the NOPs/NOIs for these Projects. The County has also reviewed the NOP/NOI for the San Jose to Merced HST Project and will submit comments on that Project in a separate letter.

The County would like to begin by noting its support for the High Speed Rail Project. The County believes that the High Speed Rail Project, as a whole, will have substantial benefits for the County of Merced and the State. The County looks forward to continuing to work with the Authority to achieve a High Speed Rail system that both generates the promised benefits to the State and minimizes the impacts to the localities, such as the County, where the system will be located. The County also recognizes that its role as a regional leader may be of value to the Authority. The processing and approval of the HST will be more effective and efficient if local agencies cooperate. To that end, the County offers to assist the California High Speed Rail Authority in organizing regional public agencies on critical topics of shared interest relating to HST, such as the Castle Maintenance Facility.

The County does have a number of specific areas the County would like the Authority to address in the EIRs/EISs. Pub. Res. Code, § 21080.4; CEQA Guidelines, § 15082.

Relationship of the Project to the Merced County General Plan

The implementation of the Project will require amendments to the Merced County General Plan and possibly the County's Redevelopment Plan. The County is therefore a Responsible Agency for this project. Specifically, the County requests that the EIR/EIS address the following subjects.

Land Use

The proposed Project will affect areas in the County that are designated for both rural and urban land uses. Rural land uses are designated either "Agricultural" or "Foothill Pasture." The Agricultural designation generally is applied to intensely farmed irrigated areas on the

Board of Supervisors

John Pedrozo
Supervisor, District One

Hubert "Hub" Walsh, Jr.
Supervisor, District Two

Michael G. Nelson
Supervisor, District Three

Deidre F. Kelsey
Supervisor, District Four

Jerry O'Banion
Supervisor, District Five

Dimitrios O. Tatum
County Executive Officer

Merced County
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Excellence**

valley floor while the Foothill Pasture designation is generally applied to non-irrigated grasslands.

Urban land uses are typically accommodated within designated urban areas. These are designated either Specific Urban Development Plan (SUDP) areas, Rural Residential Centers (RRC'S), or Highway Interchange Centers (HIC's). Development within SUDP's are typically guided through community plans which contain goals, objectives, and policies unique to that particular plan.

It is very important that the EIR/EIS include a comprehensive analysis of the Project's consistency with the County General Plan. For Rural designated areas, impacts to agricultural and open space resources will, to a large degree, determine General Plan consistency. For urban designated areas, the Project's consistency with the goals, objectives, and policies of the particular community plan is critical.

It appears that construction of the tracks and operation of the trains may have land use conflicts with existing uses in the unincorporated communities of Santa Nella and Volta and to designated Highway Interchange Centers along the Interstate 5 corridor. The EIRs/EISs should analyze these impacts.

Circulation

The County General Plan circulation chapter contains goals, objectives, and policies to ensure that the land uses designated in the General Plan are adequately supported by a comprehensive circulation network. This Project has the potential to greatly enhance the County's circulation system by reducing overall traffic in the County. However, interruption of traffic flow at local intersections has the potential to add significant delays to local traffic circulation. The EIR/EIS should study these impacts and the Authority should ensure that the Project is designed, by fully grade-separated crossings, routing and other design and mitigation measures to minimize the disruption of the HST to the County's existing circulation system.

Air Quality

Similarly, the County is concerned that interruptions to the local circulation network may also increase local air pollution, including but not limited to the increase in carbon monoxide "hot spots" that may be created if cars are required to idle for extended periods of time at at-grade crossings or other facilities of the HST. The County's General Plan contains a number of policies designed to reduce air pollution. The EIR/EIS should fully evaluate the Project's potential to increase local air pollution and the potential conflicts with the County's General Plan policies designed to reduce air pollution.

Noise

The County's General Plan noise chapter contains noise exposure standards for both rural and urban land use designations. As with the traffic impacts, the Project has the potential to add significant noise impacts, especially to the extent that the Project will involve any at-grade crossings in established communities. Noise generated by this Project should be evaluated in the context of the County's noise exposure standards.

Open Space & Conservation

The County General Plan open space and conservation chapter contains goals, objectives, and policies which recognize the importance of the County's open space, habitat, wetland, and aesthetic resources. The

proposed Project, as generally routed, has the potential to affect all of these resources. This EIR/EIS needs to carefully study this potential effect and minimize any adverse impact to these resources.

To properly evaluate the proposed Project's relationship and consistency with the wide array of County General Plan policies, the County recommends that the study corridor for the Project be expanded from 100 to 500 feet. A study corridor of 500 feet is advisable to adequately analyze potentially significant impacts such as noise, air quality and other impacts.

Water Supply

The County's General Plan recognizes that water supply in the County is largely dependent on groundwater and groundwater recharge. The General Plan also recognizes that the increase in impervious surfaces can decrease groundwater recharge, thereby reducing overall water supply. To the extent that the Project proposes to increase impervious surfaces in the County, the EIR/EIS should evaluate the impacts to groundwater supply.

The County's General Plan also recognizes that water supply is currently impacted by groundwater quality issues in several localities. The EIR/EIS should examine the potential for the Project to cause further degradation to groundwater quality in the County.

General Plan Update

The County is in the midst of a General Plan Update, and as such, will require close coordination with the Authority to ensure that the Projects are evaluated against current General Plan policy.

Relationship of the Project to the UC Merced University Community Plan

In 1995, the Regents of the University of California selected Merced as the site for the 10th UC Campus.

In 2004, following a multi-year planning process, the County adopted the University Community Plan (UCP) and certified an EIR for that Plan (SCH # 2001021056).

The UCP is designed to capture all the growth generated by UC Merced, integrate that growth with the Campus Long Range Development Plan, and organize and plan for this growth in a manner that is sustainable and consistent with the County's General Plan.

An efficient multi-modal transportation network is key to achieving the environmental sustainability goals of the UCP. It is critical that the EIRs/EISs examine the relationship of the Projects to the UCP and ensure that the Projects are integrated with and support the circulation element of the UCP.

Relationship of the Project to the County's Regional Transportation Program

The County participates in a Regional Transportation Program (RTP) administered by the Merced County Association of Governments (MCAG). There are several important regional transportation projects that could be affected by this Project. These may include, but are not necessarily limited to: the Campus Parkway, the Merced-Atwater Expressway, and the Los Banos By-Pass. The County requests that the

EIR/EIS fully evaluate the Project's relationship and conformity with the County-wide RTP and the above listed projects.

Project Alternatives

In addition to the topics identified previously in this letter, the County believes it is very important for the EIR/EIS to carefully and completely analyze alternatives to the proposed project. While it is understood that the general alignment of each section of the High Speed Rail system has been selected and evaluated through the previous programmatic EIR/EIS, it will be important for these project-level EIR/EIS to evaluate alternative alignments that minimize conflicts with the County's General Plan and RTP. The County is especially concerned that the Project EIR/EIS identify and evaluate alternative locations for the proposed maintenance facilities. The County would also appreciate an explanation from the Authority of the criteria that it will use in selecting the location of the Merced station.

Relationship of the Project with the Castle Commerce Center & Airport

The County understands, from information provided by the Authority at the March 18 scoping session, that the Castle Commerce Center & Airport (Castle) is being considered as a maintenance facility as part of the Project. Castle is designated as a mixed use business park and regional airport in the County's General Plan. It is also designated as a County Redevelopment Area. The County adopted a Re-Use Plan and Redevelopment Plan for Castle. In December of 2007, the County certified a subsequent EIR for the reuse and redevelopment of Castle (SCH # 2007011123).

Castle is an integral part of the County's redevelopment and economic development programs. The EIR/EIS must carefully and completely evaluate the impacts of the project to these programs. More specifically, the County requests the EIR/EIS examine:

- Relationship with and conformity to goals, objectives, and policies of the Castle Re-Use Plan
- Relationship to on-site rail facilities that currently exist at Castle
- Relationship with the Castle Airport layout plan and Airport Master Plan being prepared by the County
- Impacts to existing land uses and development within Castle
- Potential economic impacts to Castle and County redevelopment activities
- Relationship to existing environmental clean-up activities at Castle

Urban Decay/Environmental Justice Analysis

Finally, the County requests that the EIR/EIS include an urban decay analysis as required by CEQA and an Environmental Justice analysis required by NEPA. The County requests that the EIR/EIS examine both the potential for the siting of the maintenance facility in the County's Castle redevelopment area to prevent the County from reducing blight, leading to continued urban decay impacts in that area. Similarly, the County requests that the EIR/EIS examine the potential environmental justice issues of siting the maintenance facility in a designated redevelopment area. The County also requests that the Authority examine the potential environmental justice issues involved in siting the final track layout.

Thank you for the opportunity to provide these comments to guide the scope of this EIR/EIS. The County of Merced knows that a high speed rail system that runs through our San Joaquin Valley connecting Northern

California High Speed Rail Authority
RE: NOPs/NOIs for Merced to Bakersfield Project
Date: April 9, 2009
Page 5 of 5

California and the Bay Area to Southern California will offer many benefits to our Valley and California. The County looks forward to working with the Authority as it moves forward on this important and historic project.

Sincerely,



Deidre F. Kelsey
Chairman, Merced County Board of Supervisors

cc: The Honorable Dianne Feinstein, United States Senate
The Honorable Barbara Boxer, United States Senate
The Honorable Dianne Feinstein, United States House of Representatives
The Honorable Jeff Denham, California State Senate
The Honorable Cathleen Galgiani, California State Assembly

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 2:47 PM
To: Kris Livingston
Subject: FW: Merced to Bakersfield HST
Attachments: Ltr041009-NOI-NOP_MERBKF.pdf

From: Katie Albertson [mailto:KAlbertson@co.merced.ca.us]
Sent: Friday, April 10, 2009 11:38 AM
To: HSR Comments
Subject: Merced to Bakersfield HST

Attn: Carrie Pourvahidi

Attached are the comments from Merced County on the NOP/NOI for the Merced/Bakersfield HST Project EIR/EIS.

Please email me a confirmation of their receipt.

Katie Albertson

Katie Albertson
Director of Governmental Affairs
209-385-7636
kalbertson@co.merced.ca.us



April 9, 2009



Ms. Carrie Pourvalhidi, Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: Scoping Meeting comments on the High Speed Rail Alignment.

Dear Ms. Pourvahidi:

As the representative of the Westside of Merced County on the Board of Supervisors, I wish to add my comments regarding the High Speed Rail and its alignment through our County. May I first complement the Authority for its expeditious and comprehensive manner in which it is approaching development of the California High Speed Train System. The citizens of Merced County supported the initiative to construct the system. In fact, our support was higher than the State average, and the voters in Los Banos on the Westside provided the largest margin of victory within Merced County.

I support expedited construction of this project as a means of relieving future traffic congestion, improvement of our air quality and resulting in more desperately needed local jobs. I also support and endorse the actions of the Merced County Board of Supervisors, the Cities of Merced and Atwater in exploring use of former Castle Air Force Base as the maintenance hub for the system. You are unlikely to find a better situated location. It is a central location for the overall system and has the population and workforce training capabilities to be a genuine asset to the HST system.

My Supervisorial District includes the City of Los Banos, and I share their concern regarding the lack of a station in the area. As you know, Los Banos, and many other westside communities have become major commute communities. Any comprehensive project through this area should include a method, (a station is most obvious) to relieve some of the commute impacts. All parts of the State will benefit from such connectivity.

I do understand that Proposition 1A contained a prohibition of a station between Gilroy and Merced. The current environment review process presents a unique opportunity to analyze the issue of a station or other means to provide connectivity of the Westside Communities to the High Speed Rail system.

In closing, I want to thank the High Speed Rail Authority for its leadership on this project. You won approval of the bond measure and now the project needs to become reality.

Sincerely,

Jerry O'Banion
Merced County Board of Supervisors
District 5

JOB:lab

cc: Assemblymember Galgani
Senator Denham

Board of Supervisors

John Pedrozo
Supervisor, District One

Hubert "Hub" Walsh, Jr.
Supervisor, District Two

Michael G. Nelson
Supervisor, District Three

Deidre F. Kelsey
Supervisor, District Four

Jerry O'Banion
Supervisor, District Five

Demitrios O. Tatum
County Executive Officer

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1 CALI FORNIA HIGH-SPEED TRAIN PROJECT
2 PUBLIC SCOPING MEETING
3 --oOo--
4 Merced Senior Citizens Building
5 Merced, California
6
7 Wednesday, March 18, 2009
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12
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14 PUBLIC COMMENTARY
15
16
17
18
19
20
21 Reported by: Christine M. Cradit, CSR No. 3805
22 ASSOCIATED REPORTERS
23 Certified Shorthand Reporters
24 728 West 19th Street
25 Merced, California 95340
Phone: (209) 384-0165; Fax: (209) 384-8842
e-mail: armerced@sbcglobal.net
www.associatedreportersmerced.com

1

4 MS. WESTMORELAND-PEDROZO: I am Executive
5 Director of Merced County Farm Bureau. I'm representing
6 Merced Farm Bureau. The Merced County Farm Bureau Board

7 of Directors is greatly concerned about a state life
8 project being left to local land use decision-makers.
9 The predominant land that is going to be impacted will
10 be agricultural land that is privately owned, and the
11 scope and size of this project needs to have some land
12 use policies attached to it, fair and just compensation
13 for any loss of agricultural land and the ability to farm that
14 land in its totality. Splitting segments of land up has
15 an impact, long-term, to the owner-operator of that
16 land.

17 Merced County Farm Bureau did not support the
18 Pacheco Pass route and believes that the Altamont needs
19 to be looked at as the prime route, not bisecting our
20 county.

21 We have a long history of working
22 cooperatively with the wetlands and the agencies
23 governing those wetlands through private and public
24 partnerships. Farming has been able to be a good
25 complement to those wetlands, and the impact of any

12

1 project needs to take that into consideration. We would
2 have more confidence in this project if we actually had
3 a history of valuing the ability to feed ourselves in
4 this state and valley. The high-speed rail has been a
5 success in the European nations because there was two
6 generations that knew what it was to starve, and as they
7 built the transportation corridors, they have protected
8 and preserved that ability to continue to feed
9 themselves, leaving major development off of the land

Court Reporter Transcript-MERCED.txt
10 that produces the food that feeds them. We need to have
11 that same ability here.

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1 STATE OF CALIFORNIA,)
2 COUNTY OF MERCED) ss.

3 I, Christine M. Cradit, do hereby certify:

4 That I am a licensed, Certified Shorthand
5 Reporter, duly qualified and certified as such by the
6 State of California;

7 That the said foregoing was by me recorded
8 stenographically at the time and place first therein
9 mentioned; and the foregoing pages constitute a full,
10 true, complete and correct record made;

11 That I am a disinterested person, not being in
12 any way interested in the outcome of said action, nor
13 connected with, nor related to any of the parties in
14 said action, or to their respective counsel, in any
15 manner whatsoever.

16 Dated this 25th day of March, 2009.

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C. M. CRADIT, CSR No. 3805

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APPENDIX K

Media Coverage

California Progress Report:

Governor's Views on the High Speed Rail

By Robert Cruickshank

So, I don't quite know what to make of this poll, but I'll pass it along anyway. The [San Francisco Examiner is reporting](#) on a poll done by [BW Research Partners](#). The poll is about HSR, but takes what I would consider something of an odd tack - asking if Californians would support HSR even if it meant limiting air travel to do so:

Would you support limiting flights to cities in California and having passengers use a high-speed-rail system to get to destinations in Central and Southern California?

Support: 56%

Oppose: 17%

Not Sure: 26%

No answer: 1%

Would you still support limiting flights if you knew that the high-speed rail would cost about the same as air travel, but would take 2½ hours to get to Southern California?

Yes: 79%

No: 8%

Not sure: 12%

No answer: 1%

The survey by BW Research Partnership, a public-opinion research firm, asked as many as 2,000 registered voters questions about how they would envision the future of the major airports in San Francisco, Oakland and San Jose.

Umm...OK. I'm not quite sure that the issue is "limiting flights", since the experience of HSR on major corridors (Madrid-Barcelona, or London-Paris) is that the travel market shifts and flights decline as a response to changing ridership patterns and not to legislative mandates. I'm not aware of any efforts to officially limit flights in order to help build HSR, so I really don't know what generated this poll. Nor do I know who paid for it.

It is worth noting that HSR will be integrated with air travel in California - at SFO, SJC, potentially PMD (Palmdale) ONT and SAN. SFO's administrators welcome high speed trains, and we're seeing similar support emerge among San Diego airport planners.

Still, the poll does show that at least in the SF Bay Area, Californians strongly support HSR even if it were to be framed as undermining air travel.

Public support as shown in this poll (for whatever it's worth) is bolstered by support from leading American politicians, including Governor Arnold Schwarzenegger, [as expressed on Meet the Press Sunday morning](#):

Schwarzenegger was joined on the Sunday morning show by New York City Mayor Michael Bloomberg and Pennsylvania Gov. Edward G. Rendell, who are part of a bipartisan coalition of elected officials pushing for increased infrastructure investment.

"Look, everyone gets stuck in traffic. There is no reason why we should get stuck in traffic," Schwarzenegger said on the show.

More than once during the interview, the three elected officials spoke of high-speed rail.

"This country desperately needs to build a high-speed rail passenger system," Rendell said, adding that other infrastructure projects also were of vital importance.

You can see some of Arnold's remarks on this, including his desire to use public-private partnerships to fund this (but also willing to consider a higher gas tax), [here](#).

Of course, Arnold tends to play a governor on TV but not off screen. He is notorious for playing up his leadership when the cameras roll, but for not being willing to assert leadership within government for important projects or bills. If Arnold wants HSR to be built, he could for example ensure that the CHSRA gets the \$29.1 million it needs to continue operations, or help produce a solution to the Transbay Terminal mess, or help resolve the dispute on the Peninsula. That's more valuable at this point for the HSR project than going on Meet the Press yet again to show how awesome he is.

Robert Cruickshank is a historian, activist, and teacher living in Monterey. He is a contributing editor at Calitics.com and works for the Courage Campaign, in addition to teaching political science at Monterey Peninsula College. Currently he is completing his Ph.D. dissertation in US history, on progressive politics in San Francisco in the 1960s and 1970s. A native Californian, he was raised in Orange County and educated at UC Berkeley.

Posted on March 24, 2009

Bakersfield Californian:

Where in Bakersfield do you want high speed rail to go?

BY STACEY SHEPARD, Californian staff writer

sshepard@bakersfield.com | Monday, Mar 23 2009 12:00 PM

Last Updated: Friday, Mar 20 2009 6:10 PM

The High Speed Rail meeting will be held from 3 to 7 p.m. Thursday at Rabobank Theater, 1001 Truxtun Ave.

Written comments on the project will also be accepted through April 10. Comments can be mailed to Ms. Carrie Pourvahidi, Deputy Director, ATTN. Merced to Bakersfield, California High-Speed Rail Authority, 925 L St., Suite 1425, Sacramento, CA, 95814, or sent by e-mail with subject line "Merced to Bakersfield HST" to comments@hsr.ca.gov.

THE PROJECT

Costs: \$33 billion (in 2008 dollars) to construct the main line from San Francisco to Los Angeles and Anaheim.

Up to \$45 billion for full buildout, which includes extensions to San Diego and Sacramento.

The system is expected to cost \$1 billion per year to operate, which would be offset by fare revenue.

It will cost the state about \$19 billion to pay off Proposition 1A bonds over 30 years, with average annual payments of \$650 million.

Financing: Of the \$10 billion in Prop 1A bond sales, \$9 billion will be spent to build high-speed rail and about \$1 billion will be spent to improve existing rail systems that would connect to it.

Remaining funds to build the main line will come from the federal government and private investors.

Train fares are expected to pay for part or all of the system's operating costs.

Technology: Trains will be electrified with steel wheels and rails.

Trip times/fares (one-way): Bakersfield to Los Angeles: 54 minutes, \$28. Bakersfield to San Francisco: 1 hour 51 minutes, \$43; Bakersfield to Fresno: 37 minutes, \$25.

Timeline: Some segments could be operating in six years. Full operation will likely take up to 10 years.

Economic benefits: Central Valley residents will save \$3 billion in direct costs by traveling on the high-speed train instead of by car or plane.

The savings were based on decreased traffic congestion, reduced air pollution and lower risk of car accidents along with lower travel costs, time savings and higher productivity gained by shorter, cheaper commutes and the ability to do work on the train.

Between \$6 billion and \$16 billion of the \$40 billion it will cost to build the train will be spent in the Central Valley.

Sources: California Legislative Analyst's Office, California High-Speed Rail Authority, Shawn Kantor, a University of California, Merced, economics professor who authored an economic impact study on the system

The route has been sketched out.

Now it's time to get down to the nitty-gritty of planning for the state's high-speed rail system.

It starts in Bakersfield on Thursday with a meeting held by rail planners to provide information and collect input from the public on the portion of the system that will service Bakersfield.

"This is where people say, 'Oh, put it here, don't go past this corner or do this or that,' " said Quentin Kopp, chairman of the California High-Speed Rail Commission. "We want all of those suggestions. You also want people to ask questions."

The meeting is part of a process to create detailed reports for each segment of this system from San Francisco to Anaheim required by state and federal environmental laws. A similar report focused on the general alignment of the rail system has already been approved. These reports will focus on detailed analysis needed before construction can begin.

"The route has been identified but not with particularity," Kopp said. "It may turn out to be 50 feet one way, 50 feet another."

Planners will also be able to provide an update on the financial status of the project, as well as environmental effects and economic impacts.

Plans call for the 800-mile rail system to run from San Francisco, through the San Joaquin Valley to Los Angeles and then Anaheim. Valley stops are planned for Stockton, Modesto, Merced, Fresno, Bakersfield and a potential one in the Visalia-Tulare-Hanford area.

Several years ago, local leaders selected downtown Bakersfield as the location for the Bakersfield station.

State voters passed Proposition 1A in November, which approved \$10 billion in bond sales to start construction of what will be the largest public works project in state history.

Despite rumors, Kopp said there is no guarantee that tracks through the Central Valley will be the first constructed.

While the Central Valley will serve as the location for test tracks when the train travels at speeds of more than 200 mph, trains can go no faster than 125 mph in the Bay area and from Los Angeles to Anaheim.

The High-Speed Rail Commission will meet soon to set criteria for which sections will be constructed and open for service first but Kopp said areas that can raise money through local funds and private-public partnerships will likely see service first.

"If a section can be fully paid for ... our law says give priority to any section that uses the least amount of bond proceeds," he said.

Fresno Bee:

High-speed rail meetings are a chance for public input

Monday, Mar. 23, 2009

Valley residents have a chance to dig into the details of the proposed high-speed rail project at two public meetings set for this week.

The California High-Speed Rail Authority is holding "scoping meetings" as part of the environmental review process for the system. It's a chance to ask questions and provide input for the 800-mile system approved by voters in November with Proposition 1A.

A meeting will be held from 3 to 7 p.m. Tuesday in Visalia at the Visalia Convention Center. A meeting is scheduled from 3 to 7 p.m. Wednesday at the Fresno Convention Center Exhibit Hall.

The meetings have an open house format. Just drop in and start finding out about high-speed rail and the enormous impact it will have on the Valley, in job creation, economic development, air quality improvement and cheaper and more convenient transportation.

The planning process took on new urgency when President Obama added \$8 billion to the stimulus bill and another \$5 billion to the omnibus spending bill dedicated to high-speed.

California is first in line for that money now, owing to Proposition 1A and the work already under way planning the system.

But other states and regions are awakening very quickly to the possibilities; it's imperative that California hold its lead.

Public support is crucial to that effort. Come out and join the process.

Morgan Hill Times:

Bullet train: boon or bust?

Mar 23, 2009

By [Sara Suddes](#)

Even though thousands of South County voters approved a \$10 billion bond to partially fund the construction of California's bullet train, many are still not sure what they got themselves into.

Clorete and Afonso Almeida, co-owners of Monterey Street Condos, a residential and commercial building near Lewis Street and Monterey Road in downtown Gilroy, were shocked to hear that the project is steaming ahead so quickly and are looking forward to this Thursday's scoping meeting for more information. Situated directly in front of the railroad tracks, their office was surprisingly still as an Amtrak train rushed by at a fraction of the speed of the bullet train. The couple recently leased four of the 22 new condos without a problem, they said.

"So far the noise from the train hasn't bothered anyone," Clorete Almeida said. "Our buildings are very well soundproofed."

But the Almeidas weren't sure what the passage of Proposition 1A - a measure allowing the sale of \$9.95 billion in bonds to help fund a California High Speed Rail system - would bring. Clorete Almeida said she was under the impression that the bullet train would run on an elevated track parallel to the existing tracks. Though that wasn't her preferred location for the train, she and her husband were optimistic about the traffic the train would bring to Gilroy.

The bullet train is expected to reach speeds of 220 miles per hour and, with a station in Gilroy, could transform South County into a hub of activity, city officials said. But building the system through the densely populated downtown area means the tracks will likely be elevated or trenched.

The California High Speed Rail Authority envisions a statewide network of electric bullet trains zipping between the Bay Area and southern California in less than three hours at a fraction of the cost and stress travelers expend on air travel. Train operations should begin in 2018. By 2030, HSRA predicts a ridership of about 117 million. The rail authority's Web site shows 86 trains per day running through Gilroy - that's about one train every 20 minutes.

Though Gilroy residents have varying ideas of how the bullet train will look and where it will run, Councilman Perry Woodward, Gilroy's representative to the Valley Transportation Authority, said HSRA staff are studying a trenched configuration, meaning that the train would run below ground - "in a tunnel without a top," Woodward said - through Gilroy's downtown. The trenched design will help with noise and separate the train's path from other traffic. Designs based on a monorail-type elevated track are being fought in court by vocal opponents in the Peninsula and Woodward agreed the structure would be a "bit of an eyesore."

Both Woodward and Mayor Al Pinheiro agreed that the system would be a boon to Gilroy's economy. The line is supposed to run through South County with a station in

Gilroy. While the rail authority will pay for the tracks and trains, it appears that Gilroy will be responsible for building a station, though the details are still fuzzy, Woodward said.

"All great European cities grew up around train stations," Woodward said, contemplating Gilroy's central location along the rail line which will stretch 800 miles and cover ground from Sacramento to San Diego. "Train stations are always a source of economic vitality."

As a hub, travelers from the entire Central Coast region will be routed to Gilroy. For Monterey, San Luis Obispo and Salinas residents, the closest station to board the bullet will be in downtown Gilroy.

Gilroy Chamber of Commerce Chief Executive Officer Susan Valenta said it's essential that the Santa Clara Valley keep its competitive edge and agreed that a bullet train is the way to go. She welcomed the influx of business she hoped the bullet train would bring.

"California is key in the world in terms of its economic stature but it has one of the poorest transportation systems," Valenta said, citing U.S. 101 as an example. "We need systems of moving people through this state that are economical and efficient. High speed rail is good for Gilroy as a whole."

But problems, large and small, have Californians concerned about the logistics of the rail system.

Those concerns include the possibility that bullet train tracks, which would likely be elevated through Morgan Hill, along the existing Caltrain line, could separate neighborhoods, require the construction of sound walls, disrupt traffic, block views of the hills, and "create a social barrier that's unnecessary," said Morgan Hill City Manager Ed Tewes.

In Morgan Hill, the High Speed Rail Authority's current plans have the track alignment running parallel along the existing Union-Pacific tracks. Those tracks, which are shared with Caltrain, run northwest to southeast through the city, and about one block east of Monterey Street through the downtown area.

Tewes said this alignment could "divide our community unnecessarily."

"We have long supported alignment on or adjacent to U.S. Highway 101," Tewes said, pointing out that the highway already divides the town. "(The proposed alignment) has the potential to create a physical barrier that could separate one part of our community from the other."

He added that city officials have expressed their concerns to the HSRA, and will continue to do so at a March 26 scoping meeting in Gilroy and in future correspondence.

"The cities have to be very firm with what they want," said Santa Clara County Supervisor Don Gage, a Gilroy resident and former mayor of Gilroy. "Otherwise, they're going to get stepped on."

He has encouraged South County officials to voice suggestions and concerns early so the local situation doesn't escalate to the level it has in the the Peninsula.

While the cities of Menlo Park and Atherton, located about 30 miles south of San Francisco on the Peninsula, have launched a lawsuit against the bullet train, Joseph Thompson, a local transportation attorney, said the project faces even larger obstacles in their proximity to Union Pacific's rails. The bullet train is slated to run along Union Pacific's tracks in Gilroy and up into the Peninsula but Union Pacific isn't too keen on sharing their right of way with a high speed passenger train.

"We get skittish when there's talk about putting our trains next to trains that are very light, fast and carry passengers," said UP spokeswoman Zoe Richmond.

Richmond said Union Pacific's number one priority is safety and pointed to a recent example in Denver when a Union Pacific trail derailed and spilled coal onto a light rail line as an incident that was "too close for comfort."

Other than safety concerns, Union Pacific could lose business because a passenger rail line built adjacent to their tracks could cut off access to other routes and result in more freight congestion on roads, Richmond said. One train can take up to 300 trucks off the highways, she said.

A map of the proposed bullet train's path shows its tracks crossing Union Pacific's tracks near Gilroy. Thompson said the rail authority hasn't specifically addressed how they're going to connect downtown Gilroy to Pacheco Pass and extend southbound into the Central Valley without crossing the Union Pacific lines that run east of the downtown.

"It's a physical impossibility," he said.

A private railroad whose eminent domain authority comes from the U.S. Congress and was granted by Abraham Lincoln, "Union Pacific's eminent domain trumps High Speed Rail's," Thompson said.

The High Speed Rail Authority scoping meeting is scheduled between 3 and 7 p.m. March 26 at the Hilton Garden Inn, Ballroom A, at 6070 Monterey Road in Gilroy.

Hartford Courant:

Cash At Last For Fast Trains: Obama Starts Push For 21st-Century Rail System

March 23, 2009

Asked to describe [the U.S.](#) passenger rail system, the author and social critic James Howard Kunstler replied, "The Bulgarians would be ashamed of it."

Or pretty much anyone else. Over the past half-century, once-proud American passenger trains were scrapped or sidelined as the nation put its money and dreams into highways and airports.

Three Republican presidents tried to eliminate federal funding for Amtrak. Although studies by the Federal Railroad Administration and others have shown a single rail track could carry as many people as six to 12 lanes of highway, this country invariably opted to build the highways.

The Japanese and Western Europeans didn't. Countries such as France, Germany and Spain built highways, but also built high-speed rail connections between major cities. They understood that for

intermediate trips of 300 or fewer miles, trains could get passengers downtown faster than planes, while reducing demand for highways and airports.

With U.S. highways gridlocked and airports crowded, and with energy use and pollution becoming major problems, advocates are pushing for similar service here. Thus it was encouraging to see [President Barack Obama](#) include \$8 billion in the recent federal stimulus package for high-speed rail.

It works. After creating the electrified Acela, the closest thing this country has to a high-speed train, Amtrak has increased its share of the Washington-to-[New York](#) combined air and rail traffic from 50 percent in 2004 to 63 percent last year, USA Today recently reported.

The Acela reaches speeds of 130 mph. [California](#) is proposing a 220 mph train that could make the [Los Angeles-to-San Francisco](#) trip in 2 1/2 hours. If you're going downtown, it would be faster than flying. Advocates want to upgrade the Northeast Corridor, among other potential routes.

The \$8 billion isn't going to pay for all of this, by a long shot, but it's a down payment on a much-improved rail passenger system. It would make a huge difference for a city such as Hartford, which could take great advantage of its proximity to Boston and New York with a one-hour, one-seat train trip. Imagine.

Fast Lane (Blog):

High-Speed Rail a hot topic

March 23, 2009

This morning, [National Journal's transportation blog](#) asks, "Is high-speed rail worth it?" I've already responded, and others will weigh in. It's an important question to pose, and this administration will take all responses seriously. Mike Aldax reports in today's San Francisco Examiner that ["Respondents to survey favor high-speed rail instead of air travel,"](#) and the [Hartford Courant](#) gives our plan its support today as well. It's not just the media; [supply-chain experts](#) and [transportation planners](#) are offering their support as well as some practical advice.

Posted at 10:01 AM

Desert Dispatch:

Proposed Victorville to Vegas train would likely bypass Barstow

City staff concerned over loss of business, revenue

March 24, 2009 - 2:56 PM

[By ABBY SEWELL, staff writer](#)

BARSTOW • City staff are concerned about a proposed high-speed rail line that would connect Victorville and Las Vegas while likely bypassing Barstow.

The Federal Railroad Administration published its draft environmental impact statement Tuesday for the DesertXpress, which is one of two competing high speed train proposals linking Las Vegas to Southern California, intended to increase the capacity of Interstate 15.

The DesertXpress is a privately funded project proposed by DesertXpress Enterprises, LLC. It would carry travelers on a double track passenger-only rail line between Victorville and Las Vegas, mostly

following the Interstate 15 corridor, and might later be extended to Palmdale or the Los Angeles Basin.

Unlike a federally-funded competing proposal — the California Nevada Interstate Maglev Project — that would use magnetic levitation technology and would run from Anaheim to Las Vegas with stops in Ontario, Victorville, Barstow, and Primm, the DesertXpress as currently proposed would not include a passenger stop in Barstow.

During scoping meetings for the DesertXpress project in 2006, Barstow city officials raised flags over the potential blow to the city's economy from lost tourist traffic and advocated for a passenger stop in Barstow. According to the environmental statement, DesertXpress is looking at the feasibility of including a stop in Lenwood by the outlet malls. That option was not included in the draft report but could be included in the final environmental impact statement.

DesertXpress Enterprises President Tom Stone said initial ridership studies did not project enough passengers in Barstow to warrant building a station there, but at the request of Barstow's former Mayor Lawrence Dale, the company agreed to look at building a station in the industrial zone. Current city staff, however, contacted DesertXpress about six months ago to ask that they look at building a station along the interstate instead. DesertXpress is currently looking at the feasibility of that alternative, he said.

In either case, Stone said that with car traffic to Las Vegas increasing, he would not expect the city to see any lost revenues due to the rail project.

The Barstow City Council has never taken a formal stance on the DesertXpress proposal, but city spokesman John Rader said the city staff are "diametrically opposed" to the project.

"If the project was developed as proposed, we could see a significant loss of vehicular traffic at our five off-ramps to Interstate 15, resulting in a significant loss of revenue to our business community and the corresponding sales tax," he said.

City manager Richard Rowe said staff are waiting for the final environmental impact report to see how their concerns will be addressed.

In the past, the Barstow City Council has formally supported the maglev project and its private partner, American Magline Group, Rader said, including approving \$50,000 in financial assistance from the city to Magline in 2002.

The city supported the maglev project because as well as including a passenger stop in Barstow, the proposal would site the rail line's maintenance hub in Barstow, providing a number of good-paying jobs, Rader said.

Former Mayor Lawrence Dale still sits on the California-Nevada Super Speed Train Commission, which was created to move the maglev project forward.

Environmental review of the maglev project has been held up by to limited federal funding and lack of state and local funds, according to the report. No private financing has so far been committed to the project.

California-Nevada Super Speed Train Commission Chairman Bruce Aguilera said the project will be able to move forward with \$45 million in federal funds that were freed up for it in a 2008 transportation bill, as long as the proponents can find 20 percent matching funds. He anticipated finishing a draft environmental impact statement in 18 months.

The maglev project could also capture some of the \$8 billion set aside for high speed rail projects in the federal stimulus package. The private DesertXpress project is not eligible for stimulus funding, although it could find federal funding from other sources, FRA spokesman Rob Kulat said.

According to the draft environmental statement, the FRA is looking at the maglev and DesertXpress projects as mutually exclusive, because there is not a large enough market to support both of them.

The DesertXpress project will need approval from the FRA, the Bureau of Land Management, Surface Transportation Board, Federal Highway Administration and the National Park Service before it can go forward.

Ventura County Star (Blog):

We Don't Need No Stinken High Speed Rail

By **Daniel Goldberg**

on March 24, 2009 6:06

On Monday's front page there was an article about \$8 billion in stimulus funds that might be allocated to high speed rail. My initial response was "why can't we stop wasting money?" The high speed rail debate has been going on for years, I think if it really was worth it, we would have done it by now. Yes, building the fancy train set might create some jobs, but what about the long run. Our state is already equipped with airports in every major city. And most minor cities also have small airports. Transport across the state is there.

Furthermore, let us not forget about our current rail system. Besides the Metrolink accident that occurred late last year, the current system works. Trains run daily all over the state and in an efficient manner. This brings me to the old saying, "If its not broken, don't fix it." Lets hope the wiseguys up in Sacramento subscribe to it.

Back to the \$8 billion at hand. I am plenty sure it can be used for a better purpose. What about all those teachers who were just laid off or buying books for students. I imagine it would be better to invest the stimulus money into education rather than on infrastructure, and especially for infrastructure we DO NOT NEED.

Hanford Sentinel:

High-speed rail project moving along

By Eiji Yamashita

eyamashita@HanfordSentinel.com

Could bullet trains be flying through Hanford or Visalia or somewhere in between?

Where could a South Valley high-speed rail station be located? How will high-speed trains benefit Valley residents? These are some of the many questions to be answered at upcoming public scoping meetings scheduled to take place throughout the Valley this week.

The public is invited to learn about and comment on the proposed high-speed rail system, which would connect San Francisco and Los Angeles in two hours and 40 minutes through the Central Valley.

An overall environmental study, which determined the routes and the technology for the system, has

been recently completed. The project is now awaiting an intensive environmental review process that would nail down details, such as where exactly the tracks would be laid between Merced and Bakersfield and, most importantly for Kings County residents, where a South Valley station should be built.

The California High Speed Rail Authority will hold a meeting Tuesday in Visalia at the Visalia Convention Center, one in Fresno Wednesday and another in Bakersfield Thursday, kicking off the efforts to take the project a step closer to construction.

"These scoping meetings are the commencement of the project-level (environmental impact report), which is really going to start getting more into greater detail in each of the communities along the possible corridors in the Central Valley," said Bryn Forhan, regional spokeswoman for the authority.

Among key issues to be discussed at the Visalia meeting will be potential locations for a high-speed rail station that would serve the Visalia-Hanford area.

Locating it at the intersection of highways 198 and 43 or the interchange of highways 99 and 198 are two possibilities. Officials are also looking at Goshen and the Visalia Airport as well as downtown Tulare.

"It would be part of the environmental review process in terms of potential locations for the station," Forhan said. "They'll review that thoroughly during this particular phase."

Despite the recession and state budget crisis, proposals for bullet trains that could travel up to 220 mph and whisk passengers between the Bay Area and Southern California in less than three hours are making progress as a way to ease highway congestion and reduce pollution -- and boost the economy.

Officials say the Valley would be the "backbone" of the system because its flat geography allows the trains to achieve their top speed.

In fact, the Valley may become the first region in the system to see the tracks built for testing and certification.

"There is a very good possibility that would occur, to be able to make sure that the system works because of the high rate of speed you would experience with the system in the Valley," Forhan said.

The \$36 billion project won't be ready to break ground for another few years.

In November, California voters passed a \$9 billion bond, with \$950 million going to improving transit systems that would feed into the high-speed rail system. Another \$7 billion-\$8 billion is expected to be brought in through the public-private partnership. The authority is also lobbying hard to secure money from the recently signed federal stimulus bill to get the project moving.

The authority projects the environmental review process to be complete by 2012, while stressing that they are on a "fast track" to move the project along.

The high-speed rail, if realized, would pump \$48 billion into the Valley economy every year, according to a 2008 analysis prepared by University of California, Merced, economics professor Shawn Kantor.

Other economic benefits for the Valley highlighted by the study:

\$48 million saving in pollution abatement

\$2.2 billion saving in freeway congestion

Direct expenditure of \$6 billion to \$16 billion within the Valley to build the system

\$2.2 billion in new state tax revenues

\$333 million in new sales and use tax and \$46 million flowing to counties and cities.

Public input is being sought for the \$36 billion project that would connect San Francisco and Los Angeles via the Valley

Scoping meetings

Visalia

March 24, 3-7 p.m.

Visalia Convention Center

303 E. Acequia Ave.

Fresno

March 25, 3-7 p.m.

Fresno Convention Center

848 M St.

Bakersfield

March 26, 3-7 p.m.

Rabobank Theater

1001 Truxton Ave.

The reporter can be reached at 583-2429.

Bloomberg:

IBM Seeks Share of \$8 Billion in U.S. High-Speed Rail Funding

By Angela Greiling Keane

March 25 (Bloomberg) -- [International Business Machines Corp.](#) is seeking a share of \$8 billion the U.S. will spend on high-speed rail, part of an effort by the largest computer-service provider to tap into economic stimulus funds.

The company already furnishes the reservation system for Amtrak, the U.S. long-distance passenger carrier. Armonk, New York-based IBM also has contracts in three other countries for high-speed-rail systems software.

IBM and competitors are trying to take advantage of experience in industries as disparate as transportation, medical records and [utilities](#) to get a piece of the \$787 billion stimulus measure enacted last month. The recovery plan will generate revenue of more than \$100 billion for technology companies, research firm IDC said this month.

A team at IBM was formed “to look at all the major industries and decide where it makes the most sense for us to play,” said Raul Arce, vice president of IBM’s travel and transportation business. “They’re looking at the stimulus across multiple industries.”

IBM Chairman [Sam Palmisano](#) was one of 13 executives who met with President [Barack Obama](#) in January to talk about development of the stimulus package.

The company is also seeking to tap the \$20 billion in the stimulus plan to digitize the U.S. health-care system.

IBM won’t be alone in working for the rail stimulus money, said [Robert Goodwin](#), a Gartner Inc. managing vice president based in Emeryville, California.

Usual Suspects

“The list of usual suspects with some financial muscle and expertise are certainly able to say let’s look at these projects and go after them,” he said.

Companies such as [Accenture Ltd.](#), the world’s second- largest technology consulting firm; [Cap Gemini](#), Europe’s largest computer-services company; and [Thales SA](#), Europe’s largest defense-electronics maker, are among those that may compete with IBM for high-speed rail contracts, Goodwin said.

The \$48 billion in total transportation spending in the economic stimulus package gave U.S. high-speed rail development a boost as supporters seek service comparable to that in Europe and Japan.

“We certainly feel we can provide those best practices and experience from the other countries,” said Ken Donnelly, strategy and product management executive for IBM’s Aerospace and Defense Strategy division.

IBM wants to capitalize on that expertise to gain consulting contracts initially and later technology contracts from the high-speed rail stimulus funds, Donnelly said.

Federal Guidelines

The rail money will be doled out through states after the [Federal Railroad Administration](#) decides on guidelines.

Obama “personally” inserted the high-speed rail funding into the stimulus measure, Transportation Secretary [Ray LaHood](#) said yesterday in remarks at a ports-industry conference.

“He wants the U.S. rail system to be like it is in Europe and Asia,” LaHood said.

Laura Kliewer, director of the [Midwest Interstate Passenger Rail Commission](#), contrasted the funding with a \$30 million high-speed rail program last year at the Federal Railroad Administration.

“To have this infusion of funding is like going from the Motel 6 to the Trump Towers,” said Kliewer, whose 10-state group is based in Lombard, Illinois.

To contact the reporter on this story: [Angela Greiling Keane](#) in Washington at agreilingkea@bloomberg.net

Planetizen:

Japan's Bullet Trains to Top 310 MPH by 2025

25 March 2009 - 5:00am

High speed train technology is progressing at a rapid pace in Japan, where mag-lev bullet trains are planned to travel at speeds of more than 310 miles per hour by the year 2025.

"From Nagoya to Tokyo, the scenery whizzes past in a dizzying blur as the sleek engine with its bullet-like nose floats the cars along elevated tracks -- without the clickety-clack of the lumbering U.S. trains that make you feel as though you're chugging along like cattle to market."

"These days, Californians dream of a future with high-speed elevated rails that would link Southern California and Las Vegas in less than two hours, or L.A. and San Francisco in just over 2 1/2."

"Japan, meanwhile, will soon have a class of train that could make the trips in less than half those times."

"By 2025, a network of bullet trains connecting major cities is to feature magnetically levitated, or maglev, linear motor trains running at speeds of more than 310 mph."

Merced County Times:

Residents get a good look at High Speed Rail plan

Mar 26, 2009

BY: Bernard Brown

The idea of high speed rail may be getting past the "way-out-in-the-future-but- maybe-someday" stage.

Maybe the transportation options should be more than just automobiles and planes.

And maybe the willingness to think about things being done differently is a benefit during these turbulent economic times.

What about high speed trains?

We've heard that Japan and France have these ultramodern people-moving machines.

But do they really work?

Do they actually move a lot of people that efficiently?

California's high speed rail concept made a recent stop in Merced in the form of a "scoping" meeting presented by the California High Speed Rail Authority.

The Wednesday event kicked off a series of meetings throughout the Central Valley.

Held at the Senior Center on 15th Street, the main hall was filled with information displays — reports, charts, summaries, timelines, construction and funding details and more. Also available were representatives from agencies to answer questions.

With dozens of displays, the scoping meeting was put on to inform about the huge project and also to collect input from citizens

According to Bryn Forhan, regional communications manager for the Central Valley who was hired by the California High Speed Rail Authority, said that "good and bad, we want the input from the public and the city and county agencies and councils. It's the process here to get all the input and assess all the impacts."

Concerning the day's presentation, Forhan stated that, "We want people's comments, but we also want to make sure that they're well informed and able to provide comments on it. This is not something that we've all had contact with, there has to be an education process that occurs and that's what we need to do in this 'scoping' process — that you're giving input but also getting information."

Information presented at the meeting spanned the whole spectrum of the proposed 15 to 20 year life of the project. Early reports and technical studies, detailed environmental analysis, proposed routes for the 800 mile system and construction details were presented Wednesday.

Forhan is upbeat about the huge project — that although there's been a struggle to get to where we are now in this big state project, we're now hitting what she calls the "perfect storm."

She pointed out that state bond money for the project was approved last November and the Obama administration has provided \$8 billion in funding for high speed rail projects across the country.

"California is aggressively going after that and has the benefit of already having advanced planning. We've also got tremendous political will and also support and funding that will help move this along".

She also said, "I'm optimistic, people are recognizing that it's long due. This is the first project in the U.S. for high speed trains and will move California back to the cutting edge."

Wednesday's presentation was the first in a series of 'scoping' meetings that went through the Central Valley. Madera got their chance to learn and comment on Thursday and Visalia, Fresno and Bakersfield have their scoping meetings this week.

Even though the actual train ride is years away — it has been projected to be around 2020 - a lot of people and towns that could be involved are getting interested, according to Forhan.

"We've gotten a very positive reaction. This is definitely a project — on a giant scale — that will bring significant economic impact. This is an economic development strategy for the Central Valley, I've seen a change in attitude since the bond was passed" she said. "Before it was conceptual - conjecture or a possibility - but now it's reality and people are starting to focus more on it now."

Palo Alto Online:

Uploaded: Tuesday, March 31, 2009, 3:05 AM

Palo Alto digs in for train-tunnel battle

City joins new Peninsula consortium of cities, accusing Caltrain and high-speed rail agency of 'duplicity' relating to the tunneling alternative

by [Gennady Sheyner](#)
Palo Alto Online Staff

Palo Alto is bracing for a tough, angry and uphill fight to keep the tunneling option on the table for a proposed high-speed rail system through the Peninsula.

Both city officials and residents accused the rail authority of being duplicitous relating to statements made prior to last November's statewide vote approving Proposition 1A, the rail project, and statements being made today.

The City Council agreed Monday night to join a consortium of Peninsula cities to collectively negotiate with the California High-Speed Rail Authority, the agency charged with building and operating the 800-mile, \$40 billion train line linking San Francisco and Los Angeles.

The council also finalized a comprehensive, 62-item list of concerns about the San Francisco-to-San Jose section of the line and drafted a letter to Caltrain, asking it to revise its proposed agreement being negotiated with the rail authority, with the next meeting Thursday morning.

But council members expressed angry skepticism that the two agencies will reconsider their terms of agreement is unlikely to sway either. Both the rail authority and the Peninsula Joint Powers Authority -- which oversees Caltrain -- are scheduled to vote on a memorandum of understanding Thursday that would designate a "four-track grade-separated" alignment along the Caltrain corridor as the configuration of the new train line.

The proposed agreement contradicts the high-speed rail agency's repeated assertions that all options -- including deep underground tunnels -- would be carefully evaluated in the upcoming environmental impact review.

Deputy City Manager Steve Emslie said high-speed rail officials have long maintained that all options are on the table but said the proposed memorandum suggests the exact opposite. He said Caltrain officials have indicated that they are unlikely to change the memorandum along lines Palo Alto is proposing.

But he said staff still plans to attend the Thursday-morning meeting of the Caltrain board to present the city's case.

"We think it's a duplicitous message and we intend on pointing this out," Emslie said.

Councilman Pat Burt also said he was discouraged by the response from high-speed rail and Caltrain officials. He said he has become less hopeful about the city's prospects for making a difference through persuasion and collaboration.

"It's going to be a tough political fight and we're going to be both willing to do it and be effective at it," Burt said.

The rail authority plans to route the line from San Francisco to Los Angeles via Pacheco Pass through San Jose rather than an alternate route via Altamont Pass and Livermore.

The trains would travel along the Caltrain corridor on grade-separated tracks, with stops in San Francisco, Millbrae and San Jose. The agency is also considering a stop at either Redwood City or Palo Alto. Rail authority officials are just starting to put together the environmental impact report on the Peninsula section of the line between San Francisco and San Jose, and have set April 6 as a deadline for public comments on the scope of the environmental review.

Domenic Spaethling, the rail authority's regional manager for the San Francisco-to-San Jose section of the line, said Monday night that the four-track alignment mentioned in the memorandum is consistent with Caltrain's long-

term vision. He said the four-track configuration the to which the draft memorandum refers wouldn't necessarily preclude the tracks from being stacked, with two running above ground and two in tunnels.

The bulk of the design work has yet to be conducted, he said.

"I understand their concern, but so far we've done nothing on the project EIR" Spaethling told the Weekly at the council meeting.

Palo Alto's letter to the Caltrain board, approved 8-0 by Council (with Sid Espinosa absent), asks for "removal of any commitment to specific track design or operational condition without public input and required environmental review."

The city also pushed forward with its plan to form an alliance of Peninsula cities that could negotiate with the rail authority. Councilwoman Yoriko Kishimoto has been meeting with officials from other Peninsula cities on an ad hoc basis for the past several months to discuss common concerns about the rail line. The council voted 8-0 Monday night to endorse a memorandum of understanding, drafted by City Attorney Gary Baum, that would form the basis for a consortium on Peninsula cities.

The memorandum would still have to be approved by the legislative bodies in the various jurisdictions before the consortium could become official -- only Atherton has approved it so far, but other cities are expected to join, Kishimoto said.

But even though all councilmen supported the idea of forming the new group, a few expressed concerns with the language in the new document.

Councilman Larry Klein convinced his colleagues to delete the clause granting the chairman of the consortium the power to break ties.

"I'd hate to be in a situation where we convinced the authority that this consortium speaks for us and then we find ourselves on the back end of a 6-2 vote and all of a sudden we're isolated without a voice of our own," Councilman Greg Schmid said.

But after Baum and Kishimoto reassured the council that the city could withdraw from the consortium at any time or express an opinion independent of any consortium position, members approved joining the new group.

Kishimoto said the group would allow the cities to hold regular dialogues and, potentially, to apply for funds collectively. Last Friday, the group met and discussed a plan to hold a two-week "design charette" focusing on the high-speed rail project in the next few months. The charette, an intense workshop featuring top designers, architects and engineers, could help the cities and the rail authorities come up with the best urban design for the new line.

Kishimoto said joining an official consortium would also reaffirm the cities' unity and common desire to get a well-designed high-speed rail system running through the Peninsula.

"There is just this image of we either hang together or we hang separately," Kishimoto said.

Former Mayor Mike Cobb, who served 12 years on the council, was one of 14 speakers, most of whom urged the council to fight the high-speed rail plan vigorously, including joining a lawsuit filed by Atherton and Menlo Park as an amicus curiae, or friend of the court.

Cobb said a primary responsibility of council members is to speak for and fight on behalf of residents when there is a threat.

The high-speed rail project is a "profound threat" to Palo Alto, he said.

He accused Rod Diridon, a principal spokesman for the high-speed-rail authority, of duplicity in comments prior to the statewide election last November that all alternatives would be considered versus the "monumental arrogance" Diridon displayed in mid-March when he told the council that the route decision was already decided.

Resident William Cutler showed a projection of the Great Pyramid at Giza to represent the amount of material that would go into a mile or so of a raised rail structure through Palo Alto.

He said an elevated structure for the tracks would be "by far the largest structure and by far the ugliest in the

history of Palo Alto."

Resident Jim McFall said his illustrations of an elevated wall for tracks can't compete with a pyramid, but of greater concern is research he has done that indicates the existing right of way is really 70 feet, not 75 feet as claimed by the rail project backers, which they say is wide enough to accommodate four tracks.

But McFall said there is a 6-foot easement along people's rear property lines and asked whether that has been included in the width calculations.

Longtime council observer Herb Borock said if Caltrain and the high-speed rail authority agree on a memorandum that should be interpreted as a change of the basic "project description" and should trigger a completed new environmental-impact scoping process.

Amy Friedman, a resident of Park Boulevard whose home backs up on the Caltrain tracks, said there was no notice of the implications of high-speed-rail going through her back yard when Proposition 1A was voted on last November.

"Our property value has gone down. It's very discouraging," she said.

San Jose Mercury News:

Palo Alto blasts Caltrain's plan to share tracks with high-speed rail

By Will Oremus

Daily News Staff Writer

Posted: 03/31/2009 07:53:22 AM PDT

A tentative agreement between Caltrain and the California High Speed Rail Authority has Palo Alto officials crying foul.

The city council on Monday voted unanimously to send a letter to Caltrain's board of directors asking them to change the wording of a memorandum of understanding with the state authority, which is in charge of building a Los Angeles-to-San Francisco rail line. The letter objects to the "level of specificity" of the agreement, which would lay the groundwork for the high-speed trains to share Caltrain's land. Caltrain's board of directors will vote Thursday on whether to approve the deal.

It seemed Monday night that the council's action may have been based partly on a misreading of the agreement. Council members couldn't be reached for clarification by press time because the meeting was still in session as of midnight. Regardless, the unanimous vote highlighted the city's increasing mistrust of a \$45 billion statewide project that is slated to cut through many of its residents' backyards.

The council's specific objection was to a passage of the agreement stipulating that "ultimate configuration of the Caltrain corridor will be a four-track grade-separated high speed rail system, with mixed traffic from Caltrain commuter rail and the high speed train service capable of operation on all four tracks to enable Caltrain to achieve service levels of no less than eight trains per hour in each direction. In some places the corridor may

consist of more than four tracks."

The city responded, "This level of specificity indicates that options and alternatives will be determined without meaningful public input and consultation. Palo Alto requests removal of any commitment to specific track design or operational condition without public input and required environmental review."

Transit officials have said the passage actually does not commit Caltrain or the high-speed rail authority to any specific track design. A four-track, grade-separated system could be achieved through any number of design options, including a tunnel, a trench, or an above-ground structure. The authority has stated for years that its system would be fully grade-separated, which means that cross streets must pass either under or over the tracks.

The agreement does specify a minimum number of tracks, which Caltrain officials said was a safeguard to ensure the high-speed trains don't squeeze out local service. Council Member Yoriko Kishimoto passed on that message to her colleagues Monday night, but they still felt the three-county transit agency had overstepped.

Several city officials pointed out that High Speed Rail Authority Board Member Rod Diridon had told the council no decisions had been made and all options were still open. They said the agreement the authority was poised to sign with Caltrain contradicted that claim.

"We think that's a duplicitous message, and we intend on pointing that out," said Deputy City Manager Steve Emslie. Council Member Larry Klein added, "There are decisions being made, decisions have been made by Caltrain, and I think that taints the process."

Council Member Pat Burt said he was disappointed with Caltrain's approach. "I'm less hopeful than I was that we're going to have our voices listened to by just being persuasive and collaborative," he said.

Earlier Monday night, the council signed off on a list of comments to send to the state rail authority regarding its upcoming environmental study of plans for the San Jose-to-San Francisco leg of the system. Among the alternatives the city wants the study to consider is stopping the high-speed line in San Jose, which would require San Francisco-bound riders to transfer to Caltrain for the remainder of the ride. Council Member Jack Morton said that would be his preferred option if the authority lacks the money to run the trains through an underground tunnel.

Also Monday, the council agreed to join a consortium of Peninsula cities concerned about the impacts of high-speed rail. However, it wanted the language of the agreement altered, which will likely void the approval of Atherton, the one other city that has joined so far.

As midnight neared, the Palo Alto City Council adjourned to a closed session to discuss the possibility of filing a brief in support of a lawsuit challenging the broad environmental approval of the Los Angeles-to-San Francisco line. The city missed the deadline to join Menlo Park and Atherton as a plaintiff in the suit. At the time those cities joined, Palo Alto had not substantively discussed high-speed rail, and the council voted unanimously the following month to endorse the \$10 billion statewide bond that got the project moving forward.

Gilroy Dispatch: LTE:

Letters: High speed rail "hearing" in Gilroy doesn't address who's going to pay

Mar 30, 2009

By [The Community](#)

High speed rail "hearing" in Gilroy doesn't address who's going to pay

Dear Editor,

At the California High Speed Rail Authority's public hearing in Gilroy, which was not a hearing at all, only a movie with billboards and a few docents walking around selling the biggest boondoggle in California history, not one word was mentioned about paying for it.

If it is put on the backs of taxpayers, it will make Amtrak, Caltrain, Lite Rail, and VTA subsidies, combined, look small in comparison.

Joe Thompson, Gilroy

The Golden Quill is awarded occasionally for a well-penned letter.



NewsTrak Monitoring Report

HIGH-SPEED RAIL

Date Range: 2009/03/27 To 2009/03/29

1. KERO-ABC BAKERSFIELD, CA, MARKET RANK: 125

MAR 27 2009 5:00AM PT

Nielsen Audience:

2,209

No Bull Morning News

30-Second Ad Equivalency: \$70

[**05:06:00 AM**] Dozens of residents provided input last night on the proposed **high speed rail project**. Once the project is built, Bakersfield residents could travel to other parts of the state faster and easier than ever before. The future is now for california's **high speed rail authority**, which held a scoping meeting to get the public's take on the **high speed rail project**. As of now, there's a general proposed layout of where the train will go, but how it will get to those destinations is up in the air. The Bakersfield **high speed rail** station will be at the Amtrak stop downtown, but will require its own track. The first segments of track building could begin in 20-12.

2. KERO-ABC BAKERSFIELD, CA, MARKET RANK: 125

MAR 27 2009 6:00AM PT

Nielsen Audience:

3,337

No Bull Morning News

30-Second Ad Equivalency: \$70

[**06:06:03 AM**] Dozens of residents provided input last night on the proposed **high speed rail project**. Once the project is built, Bakersfield residents could travel to other parts of the state faster and easier than ever before. As of now, there's a general proposed layout of where the train route is still up in the air. The Bakersfield **high speed rail** station will be at the Amtrak stop downtown, but will require its own track. The first segments of track building could begin in 20-12.

3. KCRA-NBC SACRAMENTO-STOCKTON-MODESTO, CA, MARKET

RANK: 20

MAR 28 2009 7:00AM PT

Nielsen Audience:

65,179

Weekend Mornings

30-Second Ad Equivalency: \$800

[07:14:29 AM**]** We will rig welcome back. Turning to business news in Wall Street there were a few rough spots, but all in all, not too bad. Here are the closing numbers in today's "bloomberg on the weekend report. Investors have an active week ahead. First, let us get you right to the numbers for the week. The Dow Jones industrial average gained four hundred 97 points. 497 points. Stocks trimmed a fourth straight weekly gain. Earnings results deteriorated in March for jp Morgan chase. Lower oil prices dragged down commodity producers. As for what to watch in the week ahead, president Obama and his wife had to the United Kingdom for their first official European visit. Their visit comes right before leaders from jie twenty economies meet in London to try to from g-20 economies meet in London to try to work out an economic framework to try to prevent another economic plunge. There is a report that everyone will be watching. Economists expect the economy shed at 660,000 jobs last month and the unemployment rate rose to 8.5% finally, what general motors in the next few weeks. Robert gibbs says that Obama will announce a plan on the automakers on Monday. This comes after Rick wagoner's visit on Monday. President obama's automobile tax force must task force must decide whether to provide emergency loans in order for the current the companies to survive. Joining us this morning in a special Saturday edition is congresswoman doris matsui. We have been talking about the federal stimulus dollars and what that might mean for California, but particularly for the Sacramento Region. So far, we were to get almost \$100 million to Sacramento. That is just beginning. Up to this point, we have got to \$100 million. Is that mostly transportation projects?

[07:17:17 AM**]** Mostly transportation, but other things as well. It is important for our future. Also about \$8 million for our **rail system**. We also have a lot of health care money in there as well. The health-care plan just got \$1.3 million. It got another \$100,000 because of the increased need in the area. We're getting money for energy. Just the other day, week at \$12 million through the city for energy weatherization that would create jobs. The president has made it clear that he wants to spend this money to jumpstart the economy. What about the republican criticism that the debt is going to be so acute that we're essentially mortgaging our country's future for years and decades? We do not have a choice. We just cannot not do anything at all. Unless the government steps in, we would just keep going down this path. We really do need to ensure that we start in essence insuring that the economy and the people we want to say that we're creating 2 million jobs. Joblessness is getting worse and worse. If we can step in if we had not stepped in, it would be far worse.

Report Generated: 2009/03/30 13:10:28.457 (CT)

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Merced Sun-Star:

High-speed rail planners roll through Merced with details of project

By DANIELLE GAINES

Thursday, Mar. 19, 2009

Whistle wailing, a Union Pacific train sped past the Merced Senior Center on Wednesday afternoon.

Inside the building, dozens of community members walked along neat rows of colorful posters portraying a whole new breed of train: the high-speed wonder that will whiz through town 10 years from now.

Representatives from the California High-Speed Rail Authority were in Merced to unveil proposed routes through town and answer residents' questions.

Gary Kennerley, a project manager for the authority, said nothing is definite. He indicated, though, that the rail authority was leaning toward building the high-speed rail line along the BNSF existing railway south of 23rd Street.

He also said the authority considered Castle Air Force Base its first choice for a major maintenance hub.

Still, "There is nothing in stone," he said. "(Castle) will be looked at, as will the other locations."

Other maintenance sites are being considered near Chowchilla and Madera.

"We have the lines already going into Castle," Atwater Councilman Joe Rivero said. "It is centrally located. It would be a good choice for us and a good choice for the system."

The first priority for the rail authority is to create a line that starts in San Francisco, heads south through the Central Valley after a brief jog north to Merced and ends in Los Angeles. Travel time for the entire route is 2 hours, 45 minutes. Later sections would be added to connect Sacramento in the north to San Diego in the south.

In the Valley, the train would stop in Merced, Fresno and Bakersfield. A stop between Fresno and Bakersfield would be included in Visalia, Tulare or Hanford.

In general, the high-speed route would follow existing transportation corridors to decrease environmental damage.

Community members at the session were interested in seeing the project get under way. On one comment board, the suggestion scrawled in red marker was simple: "Start digging now." Another person added: "Go for it -- and hire local consultants."

Jim Sutherland, a 63-year-old retired Merced resident said he was "100 percent behind the project."

He even said he would consider working part-time if the Castle maintenance hub goes from blueprint to bricks and mortar.

As a longtime observer of rail transportation, Sutherland said high-speed service was long overdue.

"There are a lot of things I would like to do on the rail," he said. "I could go to Southern California and sightsee. Now that I can."

Sutherland wasn't alone. Even people from 4,000 miles away were on board with the plan.

Tom Watson, 38, attended the meeting with his extended family. Watson, his wife and two daughters live in Halifax, Nova Scotia. His wife is from Merced, and they decided to attend the meeting while visiting her parents.

"I think it is a great idea, a very interesting idea," Watson said.

He said his family would most likely use the rail when traveling from the San Francisco airport to Merced on family vacations.

Larry Salinas, an assistant vice chancellor at UC Merced, said the rail service would help the university attract more students and also provide students an easy way to connect with their family and friends on weekends.

Kennerley said all the excitement at the meeting was a good sign for what is the very start of the final planning process.

The meeting Wednesday was to solicit suggestions from the community about preferred routes and potential environmental concerns.

The authority will host several similar meetings throughout California before identifying alternative plans.

Those plans will undergo a public review process before an environmental impact report is prepared.

Kennerley said planners were hoping for all the environmental documents to be certified by 2012.

If ground breaks in 2011, train service is expected to begin as early as 2018.

Californians approved a \$10 billion state bond to fund the \$40 billion project in November 2008.

County supervisor Jerry O'Banion said he supported the project, but hoped a stop in Los Banos might be added before the plans become final.

O'Banion noted that much of the information at the meeting was still speculation.

"It is the future. It is not going to happen overnight," he said. "But if you don't start planning sometime, it will never occur."

If the project is completed, transportation in the Central Valley would be transformed.

"It will be more like flying on the ground rather than taking the train," Kennerley said.

Now that's high speed.

Reporter Danielle Gaines can be reached at (209) 385-2407 or dgaines@mercedsun-star.com.

High-speed rail's promise

By **BENJAMIN DURAN** and **STEVE KANG**

March 17, 2009

Imagine leaving Sacramento and arriving in Los Angeles in just over two hours.

Imagine doing this while watching the wide panorama of the Valley pass by at more than 200 miles per hour.

Now, imagine a transportation system that will not only be energy efficient and healthy for the environment, but will help reduce our dependence on foreign oil and is estimated to create 450,000 jobs for Californians.

This isn't wishful thinking. It's a reality just over the horizon.

It's called "high-speed rail," and it promises to propel our state into a very prosperous future.

Merced College and UC Merced will obviously benefit from the advantages of easier travel options in the recruitment of faculty, staff and students.

Californians voted for a high-speed rail system last November with the passage of Proposition 1A.

California's high-speed rail system is expected to generate more than \$1 billion in annual state revenue surplus.

High-speed rail will reduce traffic and greenhouse gases and will provide a much needed mode of transportation in the Valley.

Should Merced be selected as the site of the system's major maintenance center, we will realize an added boon in high-paying, permanent jobs. And this is where Merced's higher education institutions come in.

We will also see increased success in landing research and training private sector companies as they will see the opportunities of locating to California's fastest-growing area.

The partnership that Merced College and UC Merced have formed in many areas will complement the strengths each institution uniquely possesses to offer training to welders, electricians and other maintenance and construction professionals.

Thousands of skilled workers will be needed for a project of this magnitude. The opportunity for local residents to gain valuable skills that will translate into high-paying jobs will begin at Merced College.

"We're committed to doing anything and everything that would assist with the development of alternative energy, and high-speed rail would certainly do that for all of Central California," said Andrea Baker, director of Merced County Department of Workforce Investment. "We are prepared to help train individuals through our partnership with Merced College."

Merced College has always been at the forefront of local economic and workforce development.

Our technical training programs are among the best at delivering a quality product at an affordable price; which means we can train workers at a much lower cost to the student than at a private technical school.

"Merced College is ideally positioned and has a track record of successful vocational training enabling local residents to better compete for high speed rail jobs," said Scott Galbraith, director of the Merced County Economic Development Corp.

UC Merced will be linked easily and cleanly with the research and development centers in San Jose and the Bay Area and Southern California.

Shared faculty, recruitment of top-notch faculty, students and researcher, becomes easier. The economic benefit of high-speed rail in Merced County will be enormous.

Merced College and UC Merced are ready to play our part to make certain our local citizens can take full advantage of the opportunity high-speed rail will bring.

A more dynamic economy, a healthier environment and families that thrive and prosper are the benefits of high-speed rail. These are the goals Merced College will pursue as a partner in this extraordinarily important enterprise.

This is our time. We urge you to attend the upcoming scoping hearing at the Merced Community Senior Center, 755 W. 15th Street, from 3 to 7 p.m. Wednesday.

It will give you the chance to see the high-speed train project in detail, and to express your comments, opinions and concerns.

Dr. Benjamin Duran is superintendent and president of Merced College. Dr. Steve Kang is chancellor of UC Merced.

High-speed rail for real in the Valley

By John Pedroza

Saturday, Mar. 07, 2009

Last November, California approved Proposition 1A, authorizing the expenditure of almost \$10 billion for the construction of a high-speed train system in California.

The California High Speed Rail Authority hasn't wasted a moment since that election, scheduling a series of hearings along proposed route alignments, which is the first step in the environmental review process.

These hearings have been held, or are scheduled, in the Bay Area, San Jose, Merced, Madera, Fresno, Visalia, Bakersfield and Southern California. Preliminary engineering studies are under way in the other sections as well.

Merced has a lot at stake with the high-speed train project. It will relieve congestion on our freeways and improve air quality.

It will be a recruitment boon to UC Merced and the associated research and development industries that locate near universities.

The Merced station will help our efforts at revitalizing the economy. Should Castle Airport or another Merced site prove the best location for the system maintenance facility, we would realize even more benefits.

Merced voters joined California's majority in supporting proposition 1A.

The Merced County Board of Supervisors and the Merced City Council have joined as partners with the community support group working to see the High Speed Train project become a reality in Merced.

I want to invite you to join me at one of the first scoping hearings for the high-speed train project March 18 at the Merced Community Senior Center.

This meeting is an opportunity to give us an initial look at various route alignments and to let us raise issues, concerns and questions regarding different elements of the project. Experts who are familiar with specific issues will be on hand to respond with information.

As part of the official review process, your comments and concerns will be noted in the record and responded to during the review process.

This is especially important for Merced, since two of the corridors envisioned by the system traverse our county (the Sacramento to Merced to Bakersfield segment, and the Pacheco segment).

This meeting is set up to encourage participation. Information on the entire system will be provided. You will also be able to ask questions of the various experts on both general and specific matters.

You also will have the opportunity to spend as much or as little time as you want discussing issues with the technical experts who will be available, as there are no set presentations.

Proposition 1A will provide \$9 billion in bond funding for the backbone system linking Anaheim and Los Angeles with San Francisco through the Central Valley.

It also will provide \$950 million to finance capital improvements to commuter and intercity rail as well as local transit lines that will connect existing infrastructure to the high-speed train system.

The new administration in Washington has also indicated it will commit billions to high-speed rail systems, building on the commitment made last year in President Bush's budget.

Building the system will help stimulate the economy.

Nearly 160,000 construction-related jobs will be needed to plan, design and build the system, and economic growth spurred by the high-speed train system should generate 450,000 permanent jobs.

A University of California study recently showed direct benefits to Valley residents alone could approach \$3 billion a year from such things as reduced traffic congestion and its share of those new jobs.

Construction is expected to start by 2011, with completion of the system backbone sometime between 2018 and 2020. An early section of the route will be a test track from Merced to Bakersfield.

Come and see for yourself the future of transportation.

Merced County Supervisor John Pedrozo is chairman of the San Joaquin Rail Committee.

Merced, CA



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Sunset : 7:24 PM

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Wal-Mart report worries residents who are trying to understand it

Mar 05, 2009

Digg submit

BY: Beverly Barela

Too much, too technical, too little time to understand it.

That's how residents reacted to the long-awaited draft of the Environmental Impact Report for the proposed Wal-Mart Distribution Center during Monday' night's Merced City Council meeting.

They said the 1,100-page draft was too technical for the average person to be able to understand and make an informed written comment by the April 27 deadline.

The draft EIR — which analyzes the impact of the proposed 1 million square foot warehouse on Merced's environment, — was made available to the public on Feb. 25 by Merced city staff, starting a 60-day public comment period.

But there were more questions than comments for Merced leaders this week. Won't the Merced City Council members, themselves, need more than 60 days to thoroughly comprehend the report?

Will the city arrange any public informational meetings to explain the report in less technical language?

Will at least the most significant portions of the English-language report be translated to give Spanish and Hmong residents of southeast Merced, where the Center would be located, a chance to understand it and comment?

During the council meeting, Tom Grave, who asked for an extension of time to 120 days for the public's written comments, explained that it would take two hours every day for the entire 60 days just to read the report.

Rod Webster of Merced complained, "The draft EIR is available, but there are no more hard copies of the appendices."

He said he understood that the appendices were available online, but it would drive him crazy to try to download and scroll through that much information on his computer.

In one hand, he held the appendices, which he said he had borrowed from someone who had been able to get one, and the booklet was almost as thick as the draft EIR which he held in his other hand.

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Recent comments

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- [That photo of the report](#) Zoran (not verified) 03/29/2009
- [To the delight of the community](#) Anonymous 03/27/2009
- [Fake Rolex! Fake Rolex!](#) replica rolex

Webster shared his belief that some of the most significant points were contained in the appendices.

About the technicality of the report, he said, "It's very technical. It requires background reading to make an informed comment."

He proposed that at the very least, the Executive Summary and Significant Impacts sections of the report should be translated into Spanish and Hmong, and there should be public meetings with translators so that the residents in the area to be affected by the Center could comprehend the impact on their lives and be able to comment.

There was no item on the agenda for consideration, and the Merced City Council members did not respond to the residents' pleas during the meeting.

As it stands now, residents' written comments made by April 27th will be sent to the firm which authored the report. After the firm responds to each and every comment, it will release the final EIR.

Then there will be public hearings, some involving the Planning Commission. The final event will be the vote of the Merced City Council which will approve or deny the Center's construction.

Members of the public who wish to read the Wal-Mart Distribution Center draft EIR and appendices can go online to www.cityofmerced.org.

The report is also available at the Merced County Public Library at 2100 O Street. City Hall offers printed copies at a cost, and free CD's.

Those wishing to make a written comment to be included in the public record must provide their full name and address. The comments can be e-mailed to espinosak@cityofmerced.org, or faxed to (209) 725-8775 or mailed to Kim Espinosa, Planning Manager, City of Merced Planning Department, 678 W. 18th Street, Merced, Ca., 95340.

In other Merced City Council news,
Music of Merced Festival to be held April 25 on top floor of Downtown Parking Garage
By a unanimous vote, the Council honored the request of Rick Beckham, Director of the Music of Merced Festival, to use the city-owned parking structure at 19th and M Streets to hold the third annual concert, which will take place on April 25 from 9 a.m. to 10:30 p.m. The first two concerts were held in the Merced Downtown Theatre, but it is now closed for refurbishment.
According to Beckham, this year, there will be 34 bands playing on two stages.
100% of the proceeds after expenses will be used for the restoration of the Merced Downtown Theatre, which was originally constructed in 1931.
In support of the Festival, City Councilman James Sanders thanked Beckham for organizing the concert, and commented that some of the city's local musicians have achieved national and international fame. Tickets to the concert are available for purchase at the Multicultural Arts Center, Merced College, Aloha Floral and other sites.

Portion of E. Childs Ave. to be temporarily designated truck route
By a unanimous vote, the Council members adopted a motion to amend the Merced Municipal Code dealing with truck routes to allow a portion of E. Childs Avenue, from Highway 99 to the easterly city limits, to be designated a truck route for about one year. This will allow trucks from McLane Pacific to use that part of Childs Avenue until the Mission Avenue interchange is completed.

City Councilman William Spriggs' trip to Washington, D.C. to lobby for transportation funds
City Councilman William Spriggs remarked that on Feb. 25 and 26, he traveled to Washington, D.C. with an eight-county group called Valley Voice to lobby for \$1.5 billion to be included in the next Federal Transportation Bill.

He explained, "They have a ton of money to spend, and they're just giddy as all get out."
Councilman Spriggs said the money Valley Voice requested would be used for completion of Highway 99 to six lanes from Stockton to Bakersfield. The \$1.5 billion would only cover a portion of the \$6 billion

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needed, but if granted, could be re-authorized when the bill is renewed. He said, "Each bill goes for four to six years."

He added, "We've already got \$1 billion from Prop. 1B."

About the response Valley Voice received, Councilman Spriggs said, "We got a very positive reception from Senator Barbara B James Oberstar."

About whether their request will be granted, he said, "Getting this bill written is a two-year process. We won't see any of these

About the eight-county Valley Voice, he explained, "Valley Voice is made up of the county councils of governments from Kern County. In Washington, they like the regional approach so you carry more clout going as a region."

"Bobcat Attack" March 14th will help city with Public Works projects, graffiti

Yang Li, Commissioner of Municipal Relations, announced during the meeting that on March 14th from 8:00 a.m. to 3:00 p.m. bring 200 to 300 students into the city to address Public Works projects that need help. The work day is called Bobcat Attack. Sanders told Li that he would coordinate with UC Merced so the students could help eradicate graffiti as one of the projects. Li is interested in "manpower" on that day to contact him at (408) 781-7898.

UC Merced asks Michelle Obama to attend commencement

During the meeting, Yang Li announced that UC Merced is attempting to bring President Obama's wife, Michelle, to Merced for the commencement exercises of this year's graduating class. He reported that 900 handwritten Valentine's cards have been sent to her, and that the goal is 2,000. There is also a U-tube video campaign and a campaign to send her personalized written letters. Li believes her appearance at the commencement would be the "best gift" to students because in the past, when she was growing up in Chicago, she dealt with the problem of providing health care for people in low-income housing, and thus can identify with the problems experienced by residents of the Central Valley.

First High Speed Rail Scoping Hearing to be held on March 18th

During the meeting, it was announced that on March 18th, there will be a California High-Speed Rail Authority scoping meeting open to the public on a drop-in basis to discuss the first stage of construction, the line between Merced and Bakersfield held from 3:00 to 7:00 p.m. at the Merced Community Senior Center at 755 W. 15th Street in Merced.

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I wish Wal-Mart would leave

Submitted by Anonymous (not verified) on Fri, 03/06/2009 - 16:18.

I wish Wal-Mart would leave merced for good

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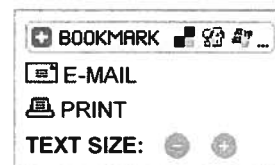
You're in the Columnists - Lewis Griswold section

High-speed rail backers seek local stop

Thursday, Mar. 05, 2009

By Lewis Griswold / The Fresno Bee

Comments (0)  Recommend (0)



Civic leaders in Visalia still want the California High-Speed Rail Authority to put a train station in the Visalia-Tulare-Hanford area.

Stops already are planned at Fresno and Bakersfield.

"In 30 years, there's going to be a million people in Tulare and Kings counties, southern Fresno County and northern Kern," said Visalia Mayor Jesus Gamboa. "I don't want the train to zoom by and we just look at it."

At top speed, it would reach 220 mph in the San Joaquin Valley.

A trip from San Francisco to Los Angeles would take 2 hours, 38 minutes.

This week, the Visalia City Council got a word of encouragement from Bob Schaevitz, project manager for the Fresno-Palmdale stretch of the 800-mile rail line.

"This station makes a lot of sense," Schaevitz said. "I've heard nothing negative about the station."

But the community should make its voice heard before the environmental impact report is written, he said.

There's precedent in speaking up. Two years ago, a coalition of city managers and elected officials from Visalia, Tulare, Corcoran, Kingsburg, Selma and Fowler went to the authority and asked for a station.

The group succeeded in getting the authority to change its route maps to include one potential station between Hanford and Visalia, and four more sites around Tulare and Goshen.

Now the goal is to get one of the sites changed from "potential" to "designated," Gamboa said.

Business, government and community representatives should form a group to urge the authority to approve the station, he said in an interview.

Glenn Morris, the new CEO at the Visalia Chamber of Commerce, said the chamber would gladly play a role in bringing everyone together.

There will be an opportunity to speak up this month.

A public meeting on March 24 in Visalia will provide a forum for the public to suggest issues for the environmental report to cover. The scoping session, as it's called, is from 3 to 7 p.m. at the Visalia Convention Center.

Another session will be from 3 to 7 p.m. March 25 at the Fresno Convention and Entertainment Center Exhibit Hall.

STATION SITE: If the high-speed rail station gets the nod from the authority board, the most logical site is near Highway 198 between Hanford and Visalia, officials said.

The site is closest to the existing rail corridor owned by Burlington Northern-Santa Fe Corp., a company that has made statements supportive of the California project.

But Visalia City Council Member Bob Link urged that the Union Pacific Corp. corridor next to Highway 99 be considered because much of the region's population lives east of the highway.

Most of the route has been finalized, but the Kings and Tulare counties portion still is up for discussion.

WIRED: Retired pastor George Fry of Visalia had the honor last year of giving a paper at the Oxford Round Table in Oxford, England.

The paper, "The Religions of the World in War and Peace, Conflict and Concord," now is online at forumonpublicpolicy.com/summer08papers/reisum08.html, and he's pleased that it's getting hits.

LEWIS GRISWOLD CAN BE REACHED AT LGRISWOLD@FRESNOBEE.COM OR (559) 622-2416.

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COUNCIL OF
FRESNO COUNTY
GOVERNMENTS

Fresno COG is a voluntary association of local governments. It was created in 1967 by Fresno County and its incorporated cities to provide a cooperative body for the discussion and resolution

A quarterly publication

March 2009

Farmland Conservation Model out for public review through May

by Todd Sobrado

Fresno County is experiencing unprecedented growth. Because most of the county's cities are located in the midst of rich agricultural land, this will place tremendous pressure on agricultural resources.

In October 2006, the California Partnership for the San Joaquin Valley adopted a Strategic Action Plan that included recommendations for conserving important farmland as a strategy for maintaining agricultural economic viability. In March 2007, the Partnership awarded a \$200,000 grant to the Fresno Council of Governments (Fresno COG) to design and implement a Model Farmland Conservation Program that would help achieve this goal and serve as an example to

other counties in the Valley. Fresno COG turned to American Farmland Trust, a nationally recognized leader in farmland conservation.

Completed in January 2009, the Model Farmland Conservation Program includes three basic tasks.

Task

Identify and map characteristics that make farm and ranch lands strategic resources for agriculture.

Task

Document and analyze current trends affecting agricultural lands, as well as public policies, market forces and other

Please see *Farmland Conservation* on page 4

Change Is In The Air

by Lauren Dawson

Change is in the air and this time it is all about climate change. While atmospheric experts continue to debate the intricacies of the science surrounding climate change, one fact is crystal clear: the State of California is leading the nation and the world in aggressively addressing global climate change.

In December, 2008 the California Air Resources Board adopted the nation's most aggressive, wide-ranging plan for addressing climate change. The plan is the framework of how California will meet the greenhouse gas reduction goals of the Global Warming

The phrase "climate change" is often used interchangeably with global warming and greenhouse gas (GHG) emissions; however "climate change" refers to atmospheric changes that are occurring, in addition to rising temperatures, due to an increase in heat-trapping "greenhouse" gases in our atmosphere. Some effects of climate change include melting glaciers, lower snow fall with the associated lowering of the water table, increased severity of hurricanes, floods, wild fires, droughts, spread of infectious diseases, as well as changes in the growing season for agriculture.

Analysis of Future Freeway Congestion Completed

by Mike Bitner

The Fresno-Madera Metropolitan Freeway/Interchange Deficiency Study Phase II has recently been completed, using new modeling and evaluation tools to project and to analyze traffic associated with anticipated development activity in the Fresno-Madera metropolitan area to the year 2030. The study paid particular focus to effects on interchanges in the context of the planned freeway system and the roadways connecting to the freeways.

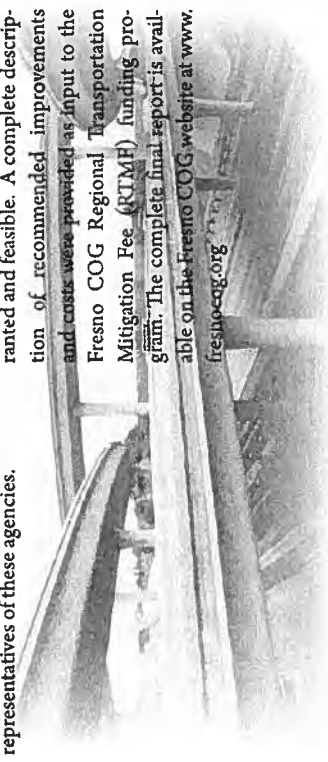
Projected deficiencies were identified and analyzed and improvements to provide increased levels of service were recommended. These recommendations will be used for future planning exercises in the metropolitan area, as well as a basis for regional development impact fee systems in the two counties.

The study was led by Fresno COG, with funding provided by Caltrans. Other partner agencies include the cities of Fresno, Clovis and Madera; the counties of Fresno and Madera; and the Madera County Transportation Commission. All key information developed during the study was reviewed by and discussed with the Project Development Team (PDT) which was comprised of staff representatives of these agencies.

Intensive review focused on 30 locations that showed significant operational or safety problems using congestion, safety and interchange standards as the primary criteria. The deficiencies were defined to include interchange ramps, the mainline freeway within the interchange and between interchanges, and the crossing arterial streets extended to the nearest signalized intersection beyond the interchange. The analysis of interchanges concentrated on the most cost-effective improvements rather than wholesale replacement of deficient interchanges.

Detailed analysis confirmed the findings of Phase I and earlier studies that several basic freeway segments, most notably along State Route 41, do not have sufficient capacity even with auxiliary lanes. Consideration should be given to multimodal improvements to ensure that the entire freeway system does not become an insurmountable bottleneck in the future.

Once a final set of improvements was developed, conceptual cost estimates, including engineering and right of way costs were developed for each interchange where improvements were warranted and feasible. A complete description of recommended improvements and costs were provided as input to the Fresno COG Regional Transportation Mitigation Fee (RTMF) funding program. The complete final report is available on the Fresno COG website at www.fresno-cog.org.



High-Speed Rail Update

by Clark Thompson

With the passage last November of Proposition 1A, the Safe, Reliable High-Speed Passenger Train Bond Act, the prospects for high-speed rail in California have improved. As a result, Fresno's High-Speed Rail/Rail Consolidation Study, jointly funded by the California High-Speed Rail Authority and the Fresno COG, is receiving additional attention. A Technical Assessment Group (TAG) has been formed to assist with the Study, primarily to refine options for alignment and downtown Fresno station location.

High-Speed Rail Public Meeting

for the
Project Level Environmental
Impact Report/Statement

March 25, 2009

from 3:00 to 7:00 p.m.

Fresno Convention Center (Exhibit Hall)

848 M Street

Downtown Fresno, CA

The California High-Speed Rail Authority, as the lead agency for the California Environmental Quality Act process, is issuing a Notice of Preparation for the Environmental Impact Report/Statement for the Merced to Bakersfield section of the proposed High-Speed Train System.

To ensure that the issues most important to residents, public agencies and other involved parties are addressed, the Authority is inviting you to participate in scoping meetings to collect public input. The Notice of Preparation, meeting dates and locations are available at www.cahighspeedrail.ca.gov. You can also provide comments to the Authority's website at www.cahighspeedrail.ca.gov.



Taxi Scrip Program

The Taxi Scrip Program is funded by Measure C for seniors who are 65 years of age or older and are Fresno County residents. Fresno County seniors receive a 75% discount on fares by purchasing taxi scrip. Eligible applicants are allowed to purchase up to 5 ticket books per month at a cost of \$5.00 each (value of \$20.00 per book). Seniors can obtain an application to purchase taxi scrip at Clovis City Hall and Clovis Senior Center, Fresno Express at Manchester and Fresno Area Express Downtown, Fire City Hall and Parlier City Hall. Fresno COG accepts applications and distributes taxi scrip via US mail. Forms may be downloaded by visiting www.fresnocog.org.

The program began operation in 2008 with four taxi companies providing taxi services to Fresno County taxi scrip users. Currently there are 12 qualified and approved taxi companies providing service to Fresno County seniors. A total of \$104,300 in scrip has been sold since July 1st of last year.

Initially, taxi scrip was to be distributed on December 31st of every calendar year; however, after much evaluation, the Authority has decided that it will not expire. Notification of this change may be used throughout the year. Notification of this change has been sent to all Users, taxi companies and vendors.

For more information on these programs, visit www.fresnocog.org.

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News

High-speed rail project moving along

By Eiji Yamashita

eyamashita@HanfordSentinel.com

Could bullet trains be flying through Hanford or Visalia or somewhere in between?

Where could a South Valley **high-speed rail** station be located? How will **high-speed** trains benefit Valley residents? These are some of the many questions to be answered at upcoming public **scoping meetings** scheduled to take place throughout the Valley this week.

The public is invited to learn about and comment on the proposed **high-speed rail** system, which would connect San Francisco and Los Angeles in two hours and 40 minutes through the Central Valley.

An overall environmental study, which determined the routes and the technology for the system, has been recently completed. The project is now awaiting an intensive environmental review process that would nail down details, such as where exactly the tracks would be laid between Merced and Bakersfield and, most importantly for Kings County residents, where a South Valley station should be built.

The **California High Speed Rail** Authority will hold a

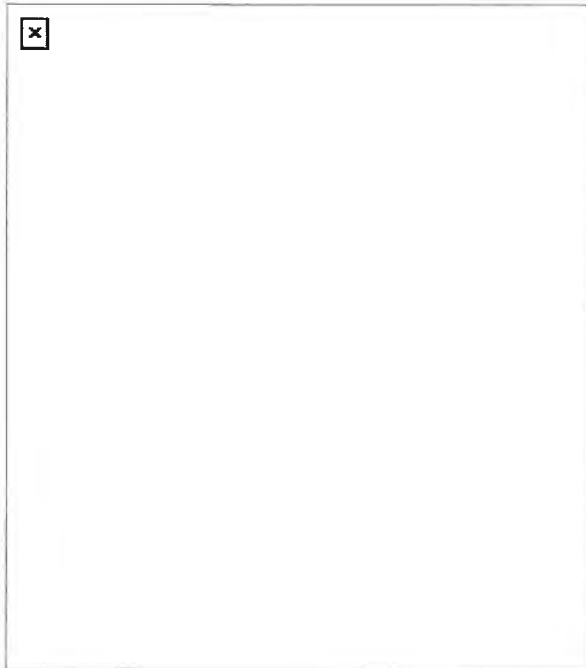
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- Another View: Shut out at the polls (1)

meeting Tuesday in Visalia at the Visalia Convention Center, one in Fresno Wednesday and another in Bakersfield Thursday kicking off the efforts to take the project a step closer to construction.



"These **scopin** meetings are the commencement of the project-level (environmental impact report) which is really going to start getting more into greater detail in each of the communities along the possible corridors in the Central

Valley," said Bryn Forhan, regional spokeswoman for the authority.

Among key issues to be discussed at the Visalia meeting will be potential locations for a **high-speed rail** station that would serve the Visalia-Hanford area.

Locating it at the intersection of highways 198 and 43 or the interchange of highways 99 and 198 are two possibilities. Officials are also looking at Goshen and the Visalia Airport as well as downtown Tulare.

"It would be part of the environmental review process in terms of potential locations for the station," Forhan said. "They'll review that thoroughly during this particular phase."

Despite the recession and state budget crisis, proposals for bullet trains that could travel up to 220 mph and whisk passengers between the Bay Area and Southern **California** in less than three hours are making progress as a way to ease highway congestion and reduce pollution -- and boost the economy.

Officials say the Valley would be the "backbone" of the system because its flat geography allows the trains to achieve their top

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- [Planning Commission needs](#)

Kingsburg:

- [District owed money from state](#)
- [Saturday Garden Party at B Farms](#)
- [New logo for Kingsburg Country Jazz Festival](#)

PHOTO GALLERIES

Sentinel Photos (127) Album



Sheriff Jordan & Wife
Tuesday, March, 24 2009
(9) Photos



Calvary Graffiti
Tuesday, March, 24 2009
(23) Photos



Criterium Race
Monday, March, 23 2009
(24) Photos

Reader Submitted (7) Album

speed.

In fact, the Valley may become the first region in the system to see the tracks built for testing and certification.

"There is a very good possibility that would occur, to be able to make sure that the system works because of the **high** rate of **speed** you would experience with the system in the Valley," Forhan said.

The \$36 billion project won't be ready to break ground for another few years.

In November, **California** voters passed a \$9 billion bond, with \$950 million going to improving transit systems that would feed into the **high-speed rail** system. Another \$7 billion-\$8 billion is expected to be brought in through the public-private partnership. The authority is also lobbying hard to secure money from the recently signed federal stimulus bill to get the project moving.

The authority projects the environmental review process to be complete by 2012, while stressing that they are on a "fast track" to move the project along.

The **high-speed rail**, if realized, would pump \$48 billion into the Valley economy every year, according to a 2008 analysis prepared by University of **California**, Merced, economics professor Shawn Kantor.

Other economic benefits for the Valley highlighted by the study:

\$48 million saving in pollution abatement

\$2.2 billion saving in freeway congestion

Direct expenditure of \$6 billion to \$16 billion within the Valley to build the system

\$2.2 billion in new state tax revenues

\$333 million in new sales and use tax and \$46 million flowing to counties and cities.

Public input is being sought for the \$36 billion project that would connect San Francisco and Los Angeles via the Valley

Scoping meetings

Visalia

**Vintage Hanford**

Monday, December, 15
(1) Photos

**Vacation Photos**

Thursday, November, 2
(4) Photos

**Events**

Thursday, November, 2
(22) Photos

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March 24, 3-7 p.m.

Visalia Convention Center

303 E. Acequia Ave.

Fresno

March 25, 3-7 p.m.

Fresno Convention Center

848 M St.

Bakersfield

March 26, 3-7 p.m.

Rabobank Theater

1001 Truxton Ave.

The reporter can be reached at 583-2429.

(March 23, 2009)

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[March 16, 2009]

Environmental Impact Statement for the California High-Speed Train Project From San Jose to Merced, CA

Mar 16, 2009 (Transportation Department Documents and Publications/ContentWorks via CC) This notice is to advise the public that FRA and the California High-Speed Rail Authority (Authority) are preparing a project Environmental Impact Statement (EIS) and project Environmental Impact Report (EIR) for the San Jose to Merced section of the Authority's proposed California High-Speed Train (HST) System. The project is subject to relevant state and federal laws, in particular the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

In 2005, the Authority and FRA completed the first tier California High Speed Train Program. The Authority approved the statewide HST system for intercity travel in California between the major metropolitan areas of Sacramento and the San Francisco Bay Area in the north, through the Central Valley, to Los Angeles in the south. The approved HST system would be about 800-miles long, with electric power and wheel-on-steel-rail trains capable of maximum operating speeds of 220 miles per hour (mph). The system consists of fully grade-separated, access-controlled steel tracks and with state-of-the-art safety, signaling, communication, and automated train control systems. In approving the HST system, the Authority and FRA completed a second program EIR/EIS to evaluate alignments and station locations throughout most of the system. The Authority and FRA selected preferred corridor alignments and station location options throughout most of the system. The Authority and FRA completed a second program EIR/EIS to evaluate alignments and station locations throughout most of the system. The Authority and FRA selected the Pacheco Pass and San Jose termini network alternative, as well as preferred corridor alignments and station locations throughout most of the system. The Authority and FRA selected the Pacheco Pass and San Jose termini network alternative, as well as preferred corridor alignments and station locations throughout most of the system. The Authority and FRA selected the Pacheco Pass and San Jose termini network alternative, as well as preferred corridor alignments and station locations throughout most of the system.

The preparation of the San Jose to Merced HST Project EIR/EIS will involve development of designs and assessment of environmental effects associated with the construction, operation and maintenance of the HST system, including track, ancillary facilities and a Gilroy station, along the Caltrain/UP San Jose to Gilroy, through the Pacheco Pass, and via Henry Miller Road in the Central Valley.

DATES: Written comments on the scope of the San Jose to Merced HST Project EIR/EIS should be submitted to the Authority by April 10, 2009. Public scoping meetings are scheduled from March 18, 2009 to March 25, 2009 at the locations noted below in Santa Clara and Merced Counties.

ADDRESSES: Written comments on the scope of this EIR/EIS should be sent to Mr. Dan Lee, Director of Planning, ATTN: San Jose to Merced, California High-Speed Rail Authority, 925 L Street, Suite 1425, San Jose, CA 95128.

or via e-mail with subject line "San Jose to Merced HST" to: comments@hsr.ca.gov. Comments provided orally or in writing at the scoping meetings scheduled at the following locations: * Merced Senior Center, 755 W. 15th Street, Merced, California, March 18 from 3 p.m. to 7 p.m. (joint meeting for Bakersfield to Merced Section) * Roosevelt Community Center, Community Room B, 901 E. San Jose, California, March 25, 2009 from 3 p.m. to 7 p.m.

* Gilroy Hilton Garden Inn Harvest Room, 6070 Monterey Road, Gilroy, California, March 26, 2009 from 3 p.m. to 7 p.m.

FOR FURTHER INFORMATION CONTACT: Mr. David Valenstein, Environmental Program Manager, Federal Railroad Administration, 1200 New Jersey Avenue, SE. (Mail Room 3000), Washington, DC 20590; Telephone: (202) 493-6368, or Mr. Dan Leavitt, Telephone: (916) 324-1541 at the California High-Speed Rail Authority, 1000 Capitol Mall, Sacramento, CA 95833.

SUPPLEMENTARY INFORMATION: The Authority was established in 1996 and is authorized by the California High-Speed Rail Act (Public Law 2008-2) to undertake the planning and development of a proposed statewide HST network that will be integrated with other public transportation services. The Authority adopted a Final Business Plan in June 2008 that outlines the economic feasibility of an 800-mile-long HST capable of speeds in excess of 200 miles per hour on a fully grade-separated state-of-the-art track. The Authority released an updated Business Plan in January 2009.

The FRA has responsibility for oversight of the safety of railroad operations, including the safety of high-speed ground transportation systems. For the proposed HST, it is anticipated that FRA will take certain regulatory actions prior to operation.

In 2005, the Authority and FRA completed a Final Program EIR/EIS for the Proposed California High-Speed Rail System (Statewide Program EIR/EIS), as the first phase of a tiered environmental review process. The Authority certified the Final Program EIR under CEQA and approved the proposed HST System, and FRA issued a Decision under NEPA on the Final Program EIS. This statewide program EIR/EIS established the framework for the HST system, analyzed an HST system, and compared it with a No Project/No Action / Alternative. In approving the statewide program EIR/EIS, the Authority and FRA selected the preferred alternative, identified certain corridors/general alignments and general station locations for further study, identified strategies and design practices, and specified further measures to guide the development of site-specific project level of environmental review to avoid and minimize potential adverse effects. In the subsequent Bay Area to Central Valley HST Final Program EIR/EIS, the Authority and FRA selected the preferred alternative the Caltrain/UPRR corridor between San Jose and Gilroy to connect with the San Jose section, and the Pacheco Pass and Henry Miller Road corridor from Gilroy to Merced to the Central Valley section of the HST system.

The San Jose to Merced HST Project EIR/EIS will tier from the Final Statewide Program EIR/EIS. The San Jose to Merced HST Project EIR/EIS will be prepared in accordance with Council on Environmental Quality regulations, (40 CFR 1508.28) and State CEQA Guidelines (14 C.C.R. Sec. 15168[b]). The San Jose to Merced HST Project EIR/EIS builds upon all previous work prepared for and incorporated into the Statewide Program EIR/EIS and the Bay Area to Central Valley HST Program EIR/EIS.

This Project EIR/EIS will describe site-specific environmental impacts; will identify specific measures to avoid, minimize, and compensate for those impacts; and will incorporate design practices to avoid and minimize potential impacts. The FRA and the Authority will assess the site characteristics, size, nature, and timing of the proposed projects to determine whether the impacts are potentially significant and whether impacts can be avoided, minimized, or mitigated. This project EIR/EIS will identify and evaluate reasonable and feasible site-specific measures to avoid, minimize, and compensate for impacts from construction, operation, and maintenance of the HST system. Documents regarding this HST environmental review process will be made available through the Authority's website: <http://www.cahighspeedrail.gov/>.

Purpose and Need: The purpose of the proposed HST system is to provide a new mode of high-speed travel that would link major metropolitan areas of the state; interface with international airport highways; and provide added capacity to meet increases in intercity travel demand in California sensitive to and protective of California's unique natural resources. The need for a high-speed system is directly related to the expected growth in population, and increases in intercity travel demand over the next twenty years and beyond. With the growth in travel demand, there will be an increase in congestion from the growing congestion on California's highways and at airports. In addition, there will be impacts on the economy, quality of life, and air quality in and around California's metropolitan areas from a system that will become less reliable as travel demand increases. The intercity highway system, airports, and conventional passenger rail serving the intercity travel market are currently operating at or near capacity, and will require large public investments for maintenance and expansion to meet expected future growth.

Alternatives: The San Jose to Merced HST Project EIR/EIS will consider a No Action or No Project Alternative and an HST Alternative for the San Jose to Merced corridor.

No Action Alternative: The No Action Alternative (No Project or No Build) represents the conditions that existed in 2007, and as it would exist based on programmed and funded improvements to the transportation system and other reasonably foreseeable projects through 2035, taking into account various sources of information: State Transportation Improvement Program (STIP), Regional Transportation Plan, and for all modes of travel, airport plans, intercity passenger rail plans, city and county plans.

HST Alternative: The Authority proposes to construct, operate and maintain an electric-powered steel-rail HST system, about 800 miles long, capable of operating speeds of 220 mph on mostly grade-separated tracks, with state-of-the-art safety, signaling, and automated train control system. The Merced HST corridor selected by the Authority and FRA and the subject of this Project EIR/EIS is the Caltrain/UPRR corridor from San Jose to Gilroy. From Gilroy, the corridor extends east through the San Joaquin Valley, generally following State Route 152 and then along Henry Miller Road across the valley floor to Merced to Bakersfield section of the HST system.

Further engineering studies will be undertaken as part of this EIR/EIS process that will examine alternatives along the Caltrain/UPRR corridor and possible use of portions of parallel transportation corridors. Refinements in the Pacheco Pass area potentially locating the HST line closer to State Route 152 will determine their practicality and their ability to reduce environmental impacts. Alignment variations along Henry Miller Road (both to the north and south) will be identified and evaluated for the purpose of minimizing impacts to resources in the Grasslands Ecological Area (GEA).

—This is a summary of a Federal Register article originally published on the page number list below. Intent to Prepare an Environmental Impact Statement.

Citation: "74 FR 11170" Federal Register Page Number: "11170" "Notices"

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Residents get a good look at High Speed Rail plan

Mar 26, 2009

Digg submit

BY: Bernard Brown

The idea of high speed rail may be getting past the "way-out-in-the-future-but- maybe-someday" stage.

Maybe the transportation options should be more that just automobiles and planes.

And maybe the willingness to think about things being done differently is a benefit during these turbulent economic times.

What about high speed trains?

We've heard that Japan and France have these ultramodern people-moving machines.

But do they really work?

Do they actually move a lot of people that efficiently?

California's high speed rail concept made a recent stop in Merced in the form of a "scoping" meeting presented by the California High Speed Rail Authority.

The Wednesday event kicked off a series of meetings throughout the Central Valley.

Held at the Senior Center on 15th Street, the main hall was filled with information displays — reports, charts, summaries, timelines, construction and funding details and more. Also available were representatives from agencies to answer questions.

With dozens of displays, the scoping meeting was put on to inform about the huge project and also to collect input from citizens

According to Bryn Forhan, regional communications manager for the Central Valley who was hired by the California High Speed Rail Authority, said that "good and bad, we want the input from the public and the city and county agencies and councils. It's the process here to get all the input and assess all the impacts."

Concerning the day's presentation, Forhan stated that, "We want people's comments, but we also want to make sure that they're well informed and able to provide comments on it. This is

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not something that we've all had contact with, there has to be an education process that occurs and that's what we need to do in this 'scoping' process — that you're giving input but also getting information."

Information presented at the meeting spanned the whole spectrum of the proposed 15 to 20 year life of the project. Early reports and technical studies, detailed environmental analysis, proposed routes for the 800 mile system and construction details were presented Wednesday.

Forhan is upbeat about the huge project — that although there's been a struggle to get to where we are now in this big state project, we're now hitting what she calls the "perfect storm."

She pointed out that state bond money for the project was approved last November and the Obama administration has provided \$8 billion in funding for high speed rail projects across the country.

"California is aggressively going after that and has the benefit of already having advanced planning. We've also got tremendous political will and also support and funding that will help move this along".

She also said, "I'm optimistic, people are recognizing that it's long due. This is the first project in the U.S. for high speed trains and will move California back to the cutting edge."

Wednesday's presentation was the first in a series of 'scoping' meetings that went through the Central Valley. Madera got their chance to learn and comment on Thursday and Visalia, Fresno and Bakersfield have their scoping meetings this week.

Even though the actual train ride is years away — it has been projected to be around 2020 - a lot of people and towns that could be involved are getting interested, according to Forhan.

"We've gotten a very positive reaction. This is definitely a project — on a giant scale — that will bring significant economic impact. This is an economic development strategy for the Central Valley, I've seen a change in attitude since the bond was passed" she said. "Before it was conceptual - conjecture or a possibility - but now it's reality and people are starting to focus more on it now."

If you're interested in more information visit www.cahighspeedrail.gov.

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The Bakersfield Californian

Where in Bakersfield do you want high speed rail to go?

BY STACEY SHEPARD, Californian staff writer
sshepard@bakersfield.com | Monday, Mar 23 2009 12:00 PM

IF YOU GO

The High Speed Rail meeting will be held from 3 to 7 p.m. Thursday at Rabobank Theater, 1001 Truxtun Ave.

Written comments on the project will also be accepted through April 10. Comments can be mailed to Ms. Carrie Pourvahidi, Deputy Director, ATTN. Merced to Bakersfield, California High-Speed Rail Authority, 925 L St., Suite 1425, Sacramento, CA, 95814, or sent by e-mail with subject line "Merced to Bakersfield HST" to comments@hsr.ca.gov.

The bond measure was passed.

The route has been sketched out.

Now it's time to get down to the nitty-gritty of planning for the state's high-speed rail system.

It starts in Bakersfield on Thursday with a meeting held by rail planners to provide information and collect input from the public on the portion of the system that will service Bakersfield.

"This is where people say, 'Oh, put it here, don't go past this corner or do this or that,'" said Quentin Kopp, chairman of the California High-Speed Rail Commission. "We want all of those suggestions. You also want people to ask questions."

The meeting is part of a process to create detailed reports for each segment of this system from San Francisco to Anaheim required by state and federal environmental laws. A similar report focused on the general alignment of the rail system has already been approved. These reports will focus on detailed analysis needed before construction can begin.

"The route has been identified but not with particularity," Kopp said. "It may turn out to be 50 feet one way, 50 feet another."

Planners will also be able to provide an update on the financial status of the project, as well as environmental effects and economic impacts.

Plans call for the 800-mile rail system to run from San Francisco, through the San Joaquin Valley to Los Angeles and then Anaheim. Valley stops are planned for Stockton, Modesto, Merced, Fresno, Bakersfield and a potential one in the Visalia-Tulare-Hanford area.

THE PROJECT

Costs: \$33 billion (in 2008 dollars) to construct the main line from San Francisco to Los Angeles and Anaheim.

Up to \$45 billion for full buildout, which includes extensions to San Diego and Sacramento.

The system is expected to cost \$1 billion per year to operate, which would be offset by fare revenue.

It will cost the state about \$19 billion to pay off Proposition 1A bonds over 30 years, with average annual payments of \$650 million.

Financing: Of the \$10 billion in Prop 1A bond sales, \$9 billion will be spent to build high-speed rail and about \$1 billion will be spent to improve existing rail systems that would connect to it.

Remaining funds to build the main line will come from the federal government and private investors.

Train fares are expected to pay for part or all of the system's operating costs.

Technology: Trains will be electrified with steel wheels and rails.

Trip times/fares (one-way):
Bakersfield to Los Angeles: 54 minutes, \$28. Bakersfield to San Francisco: 1 hour 51 minutes, \$43; Bakersfield to Fresno: 37 minutes, \$25.

Timeline: Some segments could be operating in six years. Full operation will likely take up to 10 years.

Economic benefits: Central Valley residents will save \$3 billion in direct costs by traveling on the high-speed train instead of by car or plane.

Several years ago, local leaders selected downtown Bakersfield as the location for the Bakersfield station.

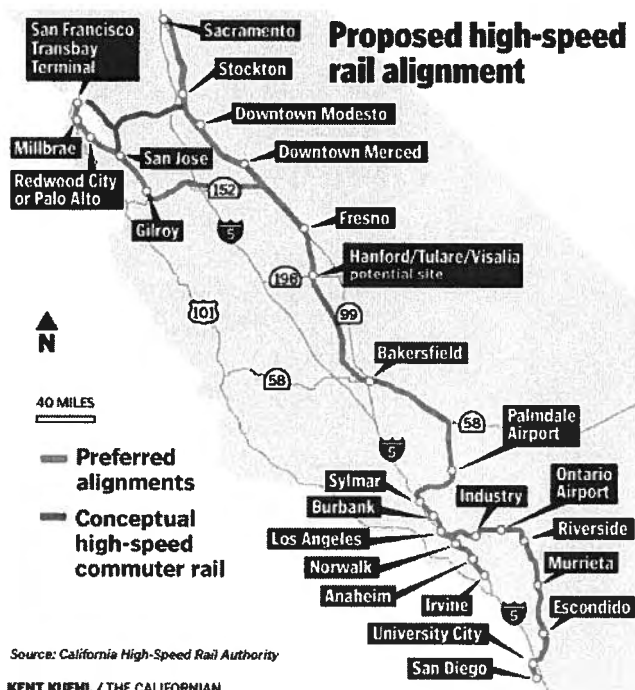
State voters passed Proposition 1A in November, which approved \$10 billion in bond sales to start construction of what will be the largest public works project in state history.

Despite rumors, Kopp said there is no guarantee that tracks through the Central Valley will be the first constructed.

While the Central Valley will serve as the location for test tracks when the train travels at speeds of more than 200 mph, trains can go no faster than 125 mph in the Bay Area and from Los Angeles to Anaheim.

The High-Speed Rail Commission will meet soon to set criteria for which sections will be constructed and open for service first but Kopp said areas that can raise money through local funds and private-public partnerships will likely see service first.

"If a section can be fully paid for ... our law says give priority to any section that uses the least amount of bond proceeds," he said.



High-speed rail meetings are a chance

Monday, Mar. 23, 2009

Valley residents have a chance to dig into the details of the proposed high-speed rail project at two public

The California High-Speed Rail Authority is holding "scoping meetings" as part of the environmental review questions and provide input for the 800-mile system approved by voters in November with Proposition 1A.

A meeting will be held from 3 to 7 p.m. Tuesday in Visalia at the Visalia Convention Center. A meeting is also at the Fresno Convention Center Exhibit Hall.

The meetings have an open house format. Just drop in and start finding out about high-speed rail and the creation, economic development, air quality improvement and cheaper and more convenient transportation.

The planning process took on new urgency when President Obama added \$8 billion to the stimulus bill and dedicated it to high-speed.

California is first in line for that money now, owing to Proposition 1A and the work already under way planning.

But other states and regions are awakening very quickly to the possibilities; it's imperative that California lead.

Public support is crucial to that effort. Come out and join the process.

Calendar of Events

Wednesday, March 18, 2009

Event Title: Madera County EDC State of the County Luncheon

Where: Madera Municipal Golf Course, 23200 Avenue 17, Madera

Wednesday, March 18, 2009

Time: 11:30 AM - 1:30 PM

Import this event into your Outlook calendar

Sponsored by Madera County EDC. Speakers include Chairman of the Board Max Rodriguez, Madera County Board of Supervisors; Mayor Sam Armentrout, City of Madera; and Mayor Justin White, City of Chowchilla. Reservations are \$30 each. For information or reservations, email Lois at lgrow@maderacountyedc.com or call 559-675-7768.

Event Title: High-Speed Train Public Scoping Meeting

Where: Merced Community Senior Center, 755 W. 15th Street, Merced

Wednesday, March 18, 2009

Time: 3:00 PM - 7:00 PM

Import this event into your Outlook calendar

An EIR/EIS public scoping meeting is planned by the California High-Speed Rail Authority to discuss the San Jose to Merced Section of the proposed High-Speed Train system. The Authority is inviting the public to participate in the scoping meeting so they can collect valuable public input. For further information, visit www.cahighspeedrail.ca.gov or send email to: comments@hsr.ca.gov

Event Title: Planning Commission Meeting

Where: Chowchilla Civic Center, 130 S. Second Street, Civic Center Plaza

Wednesday, March 18, 2009

Time: 7:00 PM

Import this event into your Outlook calendar

Call 559-665-8615, ext. 402 for information or go on-line to:
www.ci.chowchilla.ca.us/agenda.htm to view Planning agendas & minutes.

California High Speed Rail Environmental Impact Meetings Scheduled

Jan 9, 2009, News Report

A series of environmental "scoping" meetings designed to give local public officials and residents a chance to comment on individual sections of the state's high-speed train system, will begin this month in Northern California, staff members told the California High-Speed Rail Authority today.

"This is something we've all been looking forward to," said Authority Chairman Quentin Kopp after the panel convened its first 2009 meeting in Sacramento on Thursday. "It signifies that we now are moving forward with actual development of the system. This enables people to learn more about and contribute to specific routing, connections and other details necessary to build the system and begin operation."

Scoping sessions on some sections of the 800-mile high-speed train system in Southern California already have occurred. Three to be held this month in the San Francisco Bay Area will be the first in Northern California since voter approval of Proposition 1A, which will help finance the statewide network of trains operating at up to 220 miles an hour.

The Authority last year approved broader program-level environmental reviews. Now the work turns to project-specific technical studies, impact analyses and mitigation measures required before construction can begin.

Voter approval of Proposition 1A provides \$9 billion as a financial foundation for construction of the system, which will eventually link California's major population centers from San Diego to Sacramento and San Francisco through the Central Valley.

Earlier environmental reviews have noted that electrically powered high-speed trains use one-fifth the energy of passenger cars and one-third the energy of airplanes. The new system is expected to reduce carbon dioxide emission that cause global warming by more than 12 billion pounds per year and reduce demand for oil by more than 12 million barrels per year in California.

2009-03-31

High Speed Rail Scoping Meetings Coming to Bay Area this Month

The California High Speed Rail Authority (Authority) will hold a series of environmental "scoping" meetings designed to give local public officials and residents a chance to comment on individual sections of the state's high-speed train system later this month.

Scoping meetings on some sections of the 800-mile high-speed train system in Southern California already have occurred. Three meetings are scheduled this month in the San Francisco Bay Area. These meetings are the first scheduled in Northern California since voter approval of Prop. 1A, which will help finance the statewide network of trains operating at up to 220 miles an hour.

Last year, the Authority approved broader program-level environmental reviews. Now the work turns to project-specific technical studies, impact analyses and mitigation measures required before construction can begin. Voter approval of Prop. 1A provides \$9 billion as a financial foundation for construction of the system, which will eventually link California's major population centers from San Diego to Sacramento and San Francisco through the Central Valley.

More information about the Scoping Plan and the High Speed Rail project is available [online](#).

last updated : 1/16/2009



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Environmental Impact Statement for the California High Speed Train Project From Merced to Bakersfield, CA

Mar 14, 2009 (FIND, Inc. via COMTEX) --

SUMMARY: This notice is to advise the public that FRA and the California High Speed Rail Authority (Authority) will jointly prepare a project Environmental Impact Statement (EIS) and project Environmental Impact Report (EIR) for the Merced-to-Bakersfield section of the Authority's proposed California High-Speed Train (HST) System in compliance with relevant State and Federal laws, in particular the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

In 2001, the Authority and FRA started a tiered environmental review process for the HST system and in 2005, completed the first tier California High Speed Train Program EIR/EIS and approved the statewide HST system for intercity travel in California between the major metropolitan centers of Sacramento and the San Francisco Bay Area in the north, through the Central Valley, to Los Angeles and San Diego in the south. The approved HST system would be about 800-miles long, with electric propulsion and steel-wheel-on-steel-rail trains capable of operating speeds of 220 miles per hour (mph) on a dedicated system of fully grade-separated, access-controlled steel tracks and with state-of-the-art safety, signaling, communication, and automated train control systems. In approving the HST system, the Authority and FRA also selected preferred corridor alignments and station location options throughout most of the system. In 2008, the Authority and FRA completed a second program EIR/EIS to evaluate alignments and station locations within the broad corridor between and including the Altamont Pass and the Pacheco Pass to connect the Bay Area and Central Valley portions of the HST system. The Authority and FRA selected the Pacheco Pass with San Francisco and San Jose termini network alternative, as well as preferred corridor alignments and station location options. The selected alignment uses the Union Pacific (UPRR) railroad corridor through the portion of the Central Valley from just north of Madera to just south of Stockton and the Burlington Northern Santa Fe (BNSF) alignment from Madera to Bakersfield, as selected with the Statewide Program EIR/EIS.

The preparation of the Merced to Bakersfield HST Project EIR/EIS will involve development of preliminary engineering designs and assessment of environmental effects associated with the construction, operation, and maintenance of the HST system, including track, ancillary facilities and stations, along the preferred alternative corridors from Merced to Bakersfield.

DATES: Written comments on the scope of the Merced to Bakersfield HST Project EIR/EIS should be

provided to the Authority by April 10, 2009. Public scoping meetings are scheduled from March 18, 2009 to March 26, 2009, as noted below in the cities of Merced, Madera, Fresno, Visalia, and Bakersfield.

ADDRESSES: Written comments on the scope should be sent to Ms. Carrie Pourvahidi, Deputy Director, ATTN. Merced to Bakersfield, California High- Speed Rail Authority, 925 L Street, Suite 1425, Sacramento, CA 95814, or via e-mail with subject line "Merced to Bakersfield HST" to: comments@hsr.ca.gov. Comments may also be provided orally or in writing at the scoping meetings scheduled as follows:

- . March 18, 2009: Merced Community Senior Center, from 3 p.m. to 7 p.m.
- . March 19, 2009: Madera County Fairgrounds, 1850 West Cleveland Avenue, Madera, from 3 p.m. to 7 p.m.
- . March 24, 2009: Visalia Convention Center, 303 E. Acequia Avenue, Visalia, from 3 p.m. to 7 p.m.
- . March 25, 2009: Fresno Convention Center (Exhibit Hall), 848 M Street, Fresno, from 3 p.m. to 7 p.m.
- . March 26, 2009: Rabobank Theater, 1001 Truxtun Avenue, Bakersfield, from 3 p.m. to 7 p.m.

FOR FURTHER INFORMATION CONTACT: Mr. David Valenstein, Environmental Program Manager, Office of Railroad Development, Federal Railroad Administration, 1200 New Jersey Avenue, SE. (Mail Stop 20), Washington, DC 20590; Telephone: (202) 493-6368, or Ms. Carrie Pourvahidi, Telephone: (916) 324-1541 at the above noted address.

SUPPLEMENTARY INFORMATION: The Authority was established in 1996 and is authorized and directed by statute to undertake the planning and development of a proposed statewide HST network that is fully coordinated with other public transportation

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services. The Authority adopted a Final Business Plan in June 2000, which reviewed the economic feasibility of an 800-mile-long HST capable of operating speeds in excess of 200 miles per hour on a dedicated, fully grade-separated state-of-the-art track. The Authority released an updated Business Plan in November 2008.

The FRA has responsibility for oversight of the safety of railroad operations, including the safety of any proposed high-speed ground transportation system. For the proposed HST, it is anticipated that FRA would need to take certain regulatory actions prior to operation.

In 2005, the Authority and FRA completed a Final Program EIR/EIS for the Proposed California High Speed Train System (Statewide Program EIR/EIS), as the first phase of a tiered environmental review process. The Authority certified the Final Program EIR under CEQA and approved the proposed HST System, and FRA issued a Record of Decision under NEPA on the Final Program EIS. This statewide program EIR/EIS established the purpose and need for the HST system, analyzed an HST system, and compared it with a No Project/No Action Alternative and a Modal Alternative. In approving the statewide program EIR/EIS, the Authority and FRA selected the HST Alternative, selected certain corridors/general alignments and general station locations for further study, incorporated mitigation strategies and design practices, and specified further measures to guide the development of the HST system at the site-specific project level of environmental review to avoid and minimize potential adverse environmental impacts. In the subsequent Bay Area to Central Valley HST Final Program EIR/EIS, the Authority and FRA selected the Pacheco Pass alternative, via Henry Miller Road, as the preferred alternative to connect the Bay Area to the Central Valley.

The Merced to Bakersfield HST Project EIR/EIS will tier from the Final Statewide Program EIR/EIS and the Final Bay Area to Central Valley HST Program EIR/EIS in accordance with Council on Environmental Quality (CEQ) regulations, (40 CFR 1508.28) and State CEQA Guidelines (14 C.C.R. 15168[b]). Tiering will ensure that the Merced to Bakersfield HST Project EIR/EIS builds upon all previous work prepared for and incorporated in the Statewide Program EIR/EIS and the Bay Area to

Central Valley HST Program EIR/EIS.

This Project EIR/EIS will describe site-specific environmental impacts, will identify specific mitigation measures to address those impacts and will incorporate design practices to avoid and minimize potential adverse environmental impacts. The FRA and the Authority will assess the site characteristics, size, nature, and timing of proposed site-specific projects to determine whether the impacts are potentially significant and whether impacts can be avoided or mitigated. This project EIR/EIS will identify and evaluate reasonable and feasible site-specific alignment alternatives, and evaluate the impacts from construction, operation, and maintenance of the HST system. Information and documents regarding this HST environmental review process will be made available through the Authority's Internet site: <http://www.cahighspeedrail.gov/>.

Purpose and Need: The purpose of the proposed HST system is to provide a new mode of high-speed intercity travel that would link major metropolitan areas of the State; interface with international airports, mass transit, and highways; and provide added capacity to meet increases in intercity travel demand in California in a manner sensitive to and protective of California's unique natural resources. The need for a HST system is directly related to the expected growth in population, and increases in intercity travel demand in California over the next twenty years and beyond. With the growth in travel demand, there will be an increase in travel delays arising from the growing congestion on California's highways and at airports. In addition, there will be negative effects on the economy, quality of life, and air quality in and around California's metropolitan areas from a transportation system that will become less reliable as travel demand increases. The intercity highway system, commercial airports, and conventional passenger rail serving the intercity travel market are currently operating at or near capacity, and will require large public investments for maintenance and expansion to meet existing demand and future growth.

Alternatives: The Merced to Bakersfield HST Project EIR/EIS will consider a No Action or No Project Alternative and an HST Alternative for the Merced to Bakersfield section.

No Action Alternative: The No Action Alternative (No Project or No Build) represents the conditions in the corridor as it existed in 2007, and as it would exist based on programmed and funded improvements to the intercity transportation system and other reasonably foreseeable projects through 2035, taking into account the following sources of information: State Transportation Improvement Program (STIP), Regional Transportation Plans (RTPs) for all modes of travel, airport plans, intercity passenger rail plans, city and county plans.

HST Alternative: The Authority proposes to construct, operate and maintain an electric-powered steel-wheel-on-steel-rail HST system, about 800 miles long, capable of operating speeds of 220 mph on dedicated, fully graded- separated tracks, with state-of-the-art safety, signaling, and automated train control systems. As part of the Bay Area to Central Valley HST Program EIR/EIS, the Authority and FRA selected the Union Pacific (UPRR) railroad alignment through the portion of the Central Valley from just north of Madera to just south of Stockton as the preferred alternative. This Project EIR/EIS will also evaluate the BNSF railroad alignment in this part of the Central Valley because of the uncertainty of negotiating with the UPRR for some of their right-of-way and will continue investigation of alignments/linkages to a potential maintenance facility at Castle AFB. The BNSF alignment from Madera to Bakersfield was selected as the preferred alignment for this portion of the Central Valley in the Statewide Program EIR/EIS. As defined in the Statewide Program EIR/EIS, this alignment would utilize the UPRR corridor through the urban area of Fresno, and would require a new high-speed alignment around the city of Hanford. Alignment alternatives will also be evaluated to serve a potential station in the Visalia/Hanford/Tulare area. The HST would operate in this area at speeds up to 220 mph on tracks separate from the existing BNSF and UP tracks. Further engineering studies to be undertaken as part of this EIR/EIS process will examine and refine alignments in the BNSF and UP corridors. The entire alignment would be grade separated from existing roadways. In addition, alternative sites for right-of-way maintenance, train storage facilities and a heavy maintenance and repair facility will be evaluated in the Merced to Bakersfield HST project area.

The three preferred station locations selected by the Authority and FRA through the Bay Area to Central Valley HST Final Program-Level EIR/EIS will be evaluated in the Merced to Bakersfield HST Project EIR/EIS. These stations are downtown Merced, downtown Fresno, and downtown Bakersfield. Alternative station sites at or near the selected station locations may be identified and evaluated. A potential HST station to serve the

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Visalia/Hanford/Tulare area will also be evaluated in this Project EIR/EIS.

Probable Effects: The purpose of the EIR/EIS process is to explore in a public setting the effects of the proposed project on the physical, human, and natural environment. The FRA and the Authority will continue the tiered evaluation of all significant environmental, social, and economic impacts of the construction and operation of the HST system. Impact areas to be addressed include transportation impacts; safety and security; land use and zoning; land acquisition, displacements, and relocations; agricultural land impacts; cumulative and secondary impacts; cultural resource impacts, including impacts on historical and archaeological resources and parklands/recreation areas; neighborhood compatibility and environmental justice; and natural resource impacts including air quality, wetlands, water resources, noise, vibration, energy, wildlife and ecosystems, including endangered species. Measures to avoid, minimize, and mitigate adverse impacts will be identified and evaluated.

The Merced to Bakersfield HST Project EIR/EIS will be prepared in accordance with FRA's Procedures for Considering Environmental Impacts (64 FR 28545 [May 26, 1999]) and will address not only NEPA and CEQA but will also address as necessary other applicable statutes, regulations, and executive orders, including the Clean Air Act, Section 404 of the Clean Water Act, Section 106 of the National Historic Preservation Act of 1966, Section 4(f) of the Department of Transportation Act, the Endangered Species Act, and Executive Order 12898 on Environmental Justice.

This EIR/EIS process will also continue the NEPA/Clean Water Act Section 404 integration process established through the Statewide Program EIR/EIS process. The EIR/EIS will evaluate project alignment alternatives, and station and maintenance facility locations to support a determination of the Least Environmentally Damaging Practicable Alternative ("LEDPA") by the U.S. Army Corps of Engineers.

Scoping and Comments: FRA encourages broad participation in the EIS process during scoping and review of the resulting environmental documents. Comments are invited from all interested agencies and the public to ensure the full range of issues related to the proposed action and reasonable alternatives are addressed and all significant issues are identified. In particular, FRA is interested in determining whether there are areas of environmental concern where there might be a potential for significant site-specific impacts. Public agencies with jurisdiction are requested to advise FRA and the Authority of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed project. Public agencies are requested to advise FRA if they anticipate taking a major action in connection with the proposed project and if they wish to cooperate in the preparation of the Project EIR/EIS. Public scoping meetings have been scheduled as an important component of the scoping process for both the State and Federal environmental review. The scoping meetings described in this Notice will also be the subject of additional public notification.

FRA is seeking participation and input of all interested Federal, State, and local agencies, Native American groups, and other concerned private organizations or individuals on the scope of the EIR/EIS. Implementation of the Merced to Bakersfield section of the HST system is a Federal undertaking with the potential to affect historic properties. As such, it is subject to the requirements of section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f). In accordance with regulations issued by the Advisory Council on Historic Preservation, 36 CFR part 800, FRA intends to coordinate compliance with section 106 of this Act with the preparation of the EIR/EIS, beginning

with the identification of consulting parties through the scoping process, in a manner consistent with the standards set out in 36 CFR 800.8.

Issued in Washington, DC, on March 9, 2009.

Ray LaHood,

Secretary, U.S. Department of Transportation.

[FR Doc. E9-5579 Filed 3-13-09; 8:45 am]

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Notices

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DJIA : 766

High-Speed Train Board Gets EIR Outreach Update

Thu Jan 8, 2009 5:10pm EST

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Environmental Scoping Meetings to Begin in Northern California
SACRAMENTO, Calif.--(Business Wire)--

A series of environmental "scoping" meetings designed to give local public officials and residents a chance to comment on individual sections of the state's high-speed train system, will begin this month in Northern California, staff members told the California High-Speed Rail Authority today.

"This is something we've all been looking forward to," said Authority Chairman Quentin Kopp after the panel convened its first 2009 meeting in Sacramento on Thursday. "It signifies that we now are moving forward with actual development of the system. This enables people to learn more about and contribute to specific routing, connections and other details necessary to build the system and begin operation."

Scoping sessions on some sections of the 800-mile high-speed train system in Southern California already have occurred. Three to be held this month in the San Francisco Bay Area will be the first in Northern California since voter approval of Proposition 1A, which will help finance the statewide network of trains operating at up to 220 miles an hour.

The Authority last year approved broader program-level environmental reviews. Now the work turns to project-specific technical studies, impact analyses and mitigation measures required before construction can begin.

Voter approval of Proposition 1A provides \$9 billion as a financial foundation for construction of the system, which will eventually link California's major population centers from San Diego to Sacramento and San Francisco through the Central Valley.

Earlier environmental reviews have noted that electrically powered high-speed trains use one-fifth the energy of passenger cars and one-third the energy of airplanes. The new system is expected to reduce carbon dioxide emission that cause global warming by more than 12 billion pounds per year and reduce demand for oil by more than 12 million barrels per year in California.

The California High-Speed Rail Authority is responsible for building high-speed train service covering 800 miles at speeds over 220 MPH. Voters approved Proposition 1A on the November 2008 ballot putting a down payment on what will be America's first high-speed train system. By linking all major cities in California with a state of the art new transportation option, California's high-speed train system will increase mobility while cutting air pollution and reducing the greenhouse gas emissions that cause global warming. Building the high-speed train system will cost less than half the cost of freeway and aviation alternatives. Operating the system will create an annual surplus of over \$1 billion.

For route information, visual simulations and more, please visit
www.cahighspeedrail.ca.gov.

for California High-Speed Rail Authority
Jeff Raimundo, 916-444-5701

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High-speed rail backers seek local sto

Thursday, Mar. 05, 2009

By Lewis Griswold / The Fresno Bee

Civic leaders in Visalia still want the California High-Speed Rail Authority to put a train station in the Visali

Stops already are planned at Fresno and Bakersfield.

"In 30 years, there's going to be a million people in Tulare and Kings counties, southern Fresno County ar Gamboa. "I don't want the train to zoom by and we just look at it."

At top speed, it would reach 220 mph in the San Joaquin Valley.

A trip from San Francisco to Los Angeles would take 2 hours, 38 minutes.

This week, the Visalia City Council got a word of encouragement from Bob Schaevitz, project manager for line.

"This station makes a lot of sense," Schaevitz said. "I've heard nothing negative about the station."

But the community should make its voice heard before the environmental impact report is written, he said.

There's precedent in speaking up. Two years ago, a coalition of city managers and elected officials from Vis Fowler went to the authority and asked for a station.

The group succeeded in getting the authority to change its route maps to include one potential station bet around Tulare and Goshen.

Now the goal is to get one of the sites changed from "potential" to "designated," Gamboa said.

Business, government and community representatives should form a group to urge the authority to approve

Glenn Morris, the new CEO at the Visalia Chamber of Commerce, said the chamber would gladly play a r

There will be an opportunity to speak up this month.

A public meeting on March 24 in Visalia will provide a forum for the public to suggest issues for the enviro called, is from 3 to 7 p.m. at the Visalia Convention Center.

Another session will be from 3 to 7 p.m. March 25 at the Fresno Convention and Entertainment Center Ex

STATION SITE: If the high-speed rail station gets the nod from the authority board, the most logical site is officials said.

The site is closest to the existing rail corridor owned by Burlington Northern-Santa Fe Corp., a company th project.

But Visalia City Council Member Bob Link urged that the Union Pacific Corp. corridor next to Highway 99 l

population lives east of the highway.

Most of the route has been finalized, but the Kings and Tulare counties portion still is up for discussion.

WIRED: Retired pastor George Fry of Visalia had the honor last year of giving a paper at the Oxford Rour

The paper, "The Religions of the World in War and Peace, Conflict and Concord," now is online at [forumo](#) and he's pleased that it's getting hits.



MEDIA ALERT MEDIA ALERT MEDIA ALERT MEDIA ALERT

Public Input Sought at March 18, 19, 24, 25, and 26 Scoping Meetings in Merced, Madera, Visalia, Fresno and Bakersfield on Proposed California High-Speed Train System

WHAT: The California High-Speed Rail Authority is holding scoping meetings in Merced, Madera, Visalia, Fresno and Bakersfield to support the project environmental review process for the Merced to Bakersfield section of the high-speed train (HST) system. Scoping meetings are open house format. People can drop by at any time to get information, ask questions and provide input. Team members will be available throughout the session to respond to questions, and a variety of maps and exhibits will be available for review.

WHEN & WHERE: **Merced**
March 18, 3:00-7:00 p.m.
Merced Community Senior Center
755 W. 15th Street
(Joint scoping meeting with the San Jose to Merced Section)

Madera
March 19, 3:00-7:00 p.m.
Madera County Fairgrounds
1850 W. Cleveland Ave.

Visalia
March 24, 3:00-7:00 p.m.
Visalia Convention Center
303 E. Acequia Ave.

Fresno
March 25, 3:00-7:00 p.m.
Fresno Convention Center (Exhibit Hall)
848 M St.

Bakersfield
March 26, 3:00-7:00 p.m.
Rabobank Theater
1001 Truxtun Ave.

WHY: A project Environmental Impact Report/Statement (EIR/EIS) is being prepared to assess the technical studies, impact analysis and mitigation measures described in the Final Statewide Program EIR/EIS completed in August 2005 and in the Bay Area to Central Valley program EIR/EIS (approved in July 2008), and provide the more detailed level of analysis required before construction can begin. Planned scoping meetings along the proposed corridor will give members of the public and public agencies an opportunity to learn more about the project, ask questions and provide input.

**ABOUT THE
MERCED TO
BAKERSFIELD
SECTION:** The California High-Speed Rail Authority (Authority) and the Federal Railroad Administration (FRA) completed a Final Statewide Program EIR/EIS in August 2005 as the first-phase of a tiered environmental review process for the proposed California HST system. The Authority and the FRA completed a second program EIR/EIS in July 2008 to identify a preferred alignment for the Bay Area to Central Valley section of the HST system. The Bay Area to Central Valley HST Program EIR/EIS identified a preferred alternative through the Pacheco Pass with San Francisco and San Jose termini, as well as preferred corridor alignments and station location options. The alignment selected with the second program EIR/EIS uses the Union Pacific (UPRR) railroad corridor through the portion of the Central Valley studied (just

north of Madera to just south of Stockton). The Burlington Northern Santa Fe (BNSF) is the preferred alignment from Madera to Bakersfield, as selected with the Statewide Program EIR/EIS. Tiering from the two program EIR/EISs, the Authority and the FRA will prepare a project EIR/EIS for the Merced to Bakersfield section of the HST. Stations are proposed in Merced, Fresno, and Bakersfield with a potential station in the Visalia/Hanford/Tulare region to be evaluated.

BACKGROUND:

The California High-Speed Rail Authority is responsible for building the proposed high-speed train service that would cover 800 miles and reach speeds up to 220 m.p.h. With the passage of Proposition 1A in the November 2008 ballot, California voters approved funding for the nation's first high-speed train system. By linking major cities in California with a new transportation option, a high-speed train system would increase mobility while cutting air pollution and reducing the greenhouse gas emissions that cause global warming. For more information, visit www.cahighspeedrail.ca.gov.

**CONTACT/
INFORMATION:**

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